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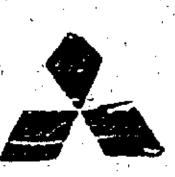
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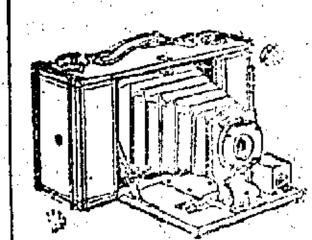
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HONGKONG OFFICE: 10A, DES VŒUY ROAD C LONDON OFFICE: 131, FLEET STREET, EC

Hongkong, July 5th, 1911.

WE know not what amount of truth there is in the report that the Canton Government has endeavoured, though unsuccessfully, to induce the Government of the Portuguese Colony of Macao, by the offer of substantial monetary compensation. to fall into line with Canton in the erusade against gambling. According to Chinese papers the Macao Government required compensation to the amount of 8400,000; but the Vicerov, though keenly desirous of securing the co-operation of the Government of Macao in this matter, felt 8200,000 without most seriously embarrassing the finances of the provinces under his jurisdiction. As in the case of the suppression of opium smoking, so in the case of gambling, which most people will agree in regarding as a far greater evil, the Canton Government has succeeded beyond the-mostsanguine expectations of all observers who were aware of the extent of the evil in Canton. It would be absurd to suggest that because all the lotteries, great and small, hitherto conducted in the city have been suppressed and all the fan-tan establishments closed that the prople have suddenly cured themselves of a habit which in the case of many thousands of the populace must be ingrained. Our correspondent at Canton in his letters since the prohibition of gambling came into force has shown that a good deal of surreptitious gambling still goes on, just as it does in the Colony of Hongkong where gambling has been prohibited by Ordinance for very many lands.

years and where the police are ever on the alert for offenders. We do not hear much concerning the activity of the police at Canton in suppressing surreptitious gambling, which it is not to be doubted widely prevails in the city; still it is indisputably a great gain to public morality and welfare to have closed all the facilities for gambling which have hitherto existed in the city. is a subject of much comment in the veracular press that people are now going in increasing numbers from Canton to Macao, where every facility for gambling may be enjoyed to their hearts' content, or rather, in most cases probably, to the limit of their purses. Naturally this is highly displeasing to the Chinese who have been working for the abolition of gambling. We do not know of our own knowledge. that gambling is more flourishing at Macao than it has been for many years, but this is the report in the Chinese press, and Portugal comes in for very scathing cen sure for thus counter-acting the efforts in the interests of the welfare of the people which the Chinese authorities have been making in the neighbouring city. As to Macao man, itself, which has been suffered by its administrators to degenerate from an important commercial port into "a resort for gainblers," a Peking paper tells us that "debauchery, blackmail, kidnapping and other crimes and vices resulting from gambling are on the increase." We are not in position either to confirm or deny this statement, and quote it morely as a specimen of the writing in which Chinese journalists indulge concerning Macao. The paper from which we take this statement contrasts Macao's action with that of Great Britain in regard to opium, which, it says, involved a far greater monetary sacrifice than does the suppression of gambling at PYERIS-Sparkling Macao. But relatively speaking, that is not the case. The sacrifice of the entire revenue which Macao derives from gambling monopolies would mean the bankruptcy of the Colony. Portugal itself has the most drastic laws against gambling, and the Government will no doubt recognise the force and the justice of the Chinese representations regarding Macao, but unless the fully disclosed the fact to be true. Recently a Government at Lisbon is in a financial posiftion to make an annual grant to the Colony by way of compensation for abolishing gambling, from which it derives so large a proportion of its revenue, we see little prospect of Macao ceasing for some time yet to be the "Monte Carlo of the East." At the present time Macao is carrying out a costly harbour improvement scheme in the hope of recovering some of its lost prestige as a commercial port, and there is renewed talk of railway connection with the port with the same object in view. When Hongkong was swept with heavy rain and wind these expectations are fulfilled, the govern-

> One case of plague, fatal, was reported yesterday. The total now stands at 184.

ment of Macao may be able to sacrifice the

revenue it now derives from gambling

monopolies, but that day seems a long way

Early on Monday morning \$36 worth of jewellery was stol n from 24, Bonham Road.

nation Day.

The Japanese gunboat Fushimi, under the command of Captain Katsura, has returned to Shanghai after successfully navigating the upper Yangtsell.

Commander H. Butterworth, R.N., of Davon. port (lately of Hongkong), has been appointed to control the training ship Indefitig ble, stationed in the Mersey.

The Hippodrome Circus and Menagerie at the reports which have appeared in the Causeway Bay opens to night. It has a great combination of clever artistes and the zoo of of those villages have fare l. performing wild animals is one of the best.

Inspector Withers proceeded against an iron dealer from 27, Des Voeux Road West, before Mr. Wood at the Magistracy yesterday, for that he could not increase his offer above retailing goods with unjust scales. A fine of \$30 was imposed.

> At Buckingham Palace on 25th May, Mrs. Henry Keswick was presented at their Majes: their congratulations. As usual also there was ties' Court by Mrs. Harcourt. Miss Claro a constant stream of callers between eleven and have much more chance before an Interna-Dudgeon was also presented by her mother one o'clock at the Standard Oil Company's Lady Dudgeon.

On Monday evening six Chinese, three of whom were armed with knives, entered a house at 119, Kremer Street, Taikoktsni. | They bound and gagged the mistress and her fokis, looked them in a room, and after ransacking the house departed with money and clothing to the value

News reached Manila last week of the untimely death of Mr. Samuel A. Markham at the port of Suez, where he was taken ashore from the Norddeutscher Lloy I steamship Prinz Ludwig, critically ill from an attack of appendicitis. He died within a few hours. Mr. Markham was en route to his home in the State of Michigan after about three years' service in the Philippines as a surveyor in the bureau of

A foreman coolle has notified the police that on the conclusion of cosling operations on a Japanese steamer near Douglas wharf he mustered his man, and discovered that one was

In an interview at Durjeeling on the 9th ult. the Dalai Lama said that the Cainese, being bent on regaining some of their lost prestige, had occupied Tibet with a large number of troops. He strongly criticised the attitude of the Chinese Foreign Office in Pekins, and bitterly complained of the treatment of Tibatana by the present Amban.

According to the Manila Cablenews, Youg Kee, alias Tak Nan, cashior of the Y.M.C.A. Café, was taken in oustody by a plain clothes man of the Luneta police staff on June 29th and later turned over to the Customs authorities for deportation. Yong claims to be a Canton man, and to have been in the islands since 1906 but the manner of his coming was questionable, he having entered the islands through the port of Jolo without the formality of advising the port apthorities of his intention to land. He will be given a free ticket back to China, where the knowledge of English he acquired during his five years' residence in the islands may stand him in good stoad. He is a very bright young

Murders of Americans in Mindanao, says the Ma ila Cablenews, have reached about the maximum record, according to reports just received by mail, which st to that four more Americans were killed recently. Sergeant Michaelis of the 21st U. S. Infantry was the victim of a juramentado at Parang. The mad More struck him down from behind with a blow that split the serge int's head open, and thou slashed his prostrate body six times. John Oyler, owner of a ranch near Hagan, and Fred Vexesboxes, one of his employees, wars hacked to pieces on the Overton-Hagan road and their decomposed bodies were not found for four days. The fourth American victim was Mr. McGill, a coconnut planter at Pantir, who was beloed to death. No details can be learned regarding the manner in which the murder was accomplished.

It is stated in the Manila papers that advices from the China coast state that for some months past United States consular officials have complained of the inadequate naval force which is at present maintained in the Far East by the Washington Government, It is understool that quite a few incidents have occurred wi hin the past few months that have more detachment of marinos at Cavite were placed under orders to proceed to China, but our Manila contemporary remarks that although the complaints of the consular officials have no bearing upon this transfer of Marines to the American gunboats on the China coast, it is expected that within the near future a more respectable, naval representation in Chinese waters will be ordered by Washington.

THE TYPHOON.

On Monday night, and all day yesterday, the typhoon kept within the 300 mile radius, and squalls. The harbour was deserted, except for the presence of a few large steamers, including H. M. S Newcastle and the two French Mail steamers. The "Star" ferries, which stopped running for some two hours on Monday night ran without interruption yesterday, but passongers, when evertaken by the frequent and furious squalls, experienced a very rough voyage. The signals were taken down late in the afternoon.

Ashore, many buildings were shaken by the furious gusts of wind, and the banging of jalousies and the crash of broken glass was no uncommon sound. In some All Japanese warships were ordered to fully | of the small lanes in the Central District dress ship and salate the British Flag on Coro- there appears to have been rank carelessness in the securing of shutters; in fact, the jalousies of many win lows were not fistened at all, and the wonder is that no accident occurred to passing pedestrians. So far, however, it is satisfactory to be able to record that no serious damage has occurred. A few trees have been uprooted and a few matsheds blown down, while the new Stadium erected near the Belle View Hotel has been partially demolished. Launch communication with the outports in the New Territory was postponed until the storm abated, so that it will be a day or so yet before news reaches the Colony as to how the residents

THE "GLORIOUS FOURTH."

The American national holiday was celebrated by the American community yesterday in the customary manner. Consul-General Anderson, assisted by Mr. A. E. Carleton, the Vice-Consul, received a large number of officials and other residents who called at the Consulate to offer Office, where they were welcomed by Mr. J. W. Bolles and his staff; and also at Dr. Noble's.

> DEATH OF LIEUT-COLONEL WILLIAMSON.

The death of Lieutenant-Colonel W. A. F. Williamson, Army Service Corps, has occurred at Hondon, at the age of forty-four. Colonel Williamson joined the Army Service Corps in 1891, after having served for a year in the Yorkshire Regiment: He became captain in 1895, major in 1902, and lieutenant-colonel at the beginning of the present year.

immediate pred cessor of Major Fisher, as Officer Commanding Army Service Corps, South China (Hougkong), and left the Colony question unless an agreement is reached just over three years ago for Encland.

He was buried in the Military Cemetery. 10th June.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DECLARATION OF LONDON.

HOUSE OF COMMONS ASSENTS TO ITS RATIFICATION.

LONDON, July 4th.

neutrals, everything being left to the be- war. as against island power. He appealed for closer examination by the experts before the Declaration was committed to ratification which would never be revisable."

The House of Commons has passed the second reading of the Naval Prize Bill without a division, thus assenting to the Declaration of London.

LATER.

Sir Edward Grey and Mr. Asquith delivered powerful speeches accepting responsibility for the Declaration as being in the highest interests of the peace of the world and British maritime supremacy.

The House had previously defeated by 301 votes to 231 an amendment moved by Mr. Butcher, which Mr. Balfour supported. demanding that the Declaration be submitted to a Commission of Experts before the Bill be proceeded with.

The Division figures were greeted with Opposition cheers and some cries "Traitors!" and "Gamblers with the People's Food."

POWERFUL SPEECH BY SIR EDWARD GREY.

Sir Edward Grey said he had no reason to complain of the attitude of the official Leaders of the Opposition, but in the general Opposition to the Declaration there had been a gross amount of misstate- acceptance of the Declaration as essential and the result was that their attention, coming upon all the criticism that had been namely, the effect of the Declaration on our rights of blockade when we were belligerents Another thing which introduces confusion, said Sir Edward Grey, is the attempt to the probable course of events? We are at dovetail into each other, as Mr. Balfour did, war with a Continental Power, and that the effect upon belligerents and questions which must be carefully separated.

question of the sinking of vessels. The late Government left us to claim compensation for vessels sunk despite their protests, and there was no remedy whatsoever except in Russian prize courts. did not get compensation, precisely because those Courts upheld the principle of the sinking. Then came The Hague Conference where the majority of the Powers were against a rule prohibiting sinking. When we came with the Declaration of London the United States, which supported us nt The Hague, itself put in as its own view that, under restricted conditions, sinking was allowable. After that what was the use in trying to proceed further in securing international law that in no circumstances should sinking be allowed? The Chambers of Commerce bombarded the late Government to give them some free list. They would be able now, if in office, to give a much more satisfactory answer. Under the Declaration of London surely we ional Prize Court with a majority of neutrals than we can have in the prize court of the belligerent, who is judge in his

own court. We now come to the question as to how the Declaration will affect us as belligerents. Does it really increase the risk of interference with our food supplies when we are at war? My great point in favour of the Declaration from the naval point of view is that, as regards blockade, we have got anagreement diminishing the risk of inter-The late Lieut.-Colonel Williamson was the ference with our action as belligerents, the prospect of which has become a very serious pretty soon. I lay down the broad pro-

it free for neutrals in time of wer. If the The Continental view would is unpur us very

fleet to interfere which is likely to be of use safe for us to enter it. (Ministerial cheers). to us; and that is the United States. We have no right to speculate on the action of the United States. It is for them to take their own view of the Declaration. What their policy may be is for them to say; we have no right to expect that they, without this Declaration, will take a more extreme line against the sinking of neutral vessels than they will after the Declaration is passed. (Ministerial cheers). We must bear in mind that the United States is no reluctant party to signing the Declaration They are an actively consenting party. They throughout have taken deep interest in the prompt establishment of an international prize court and have always regarded the satisfaction or indifference. The United States | the free nations of the Empire. devoted to these things, had become focuss- is at least as anxious to ratify the Declaration ed and concentrated on what were not really as the Continental Powers, and it is not to of the South African House of Assembly, the most important points. Mr. Balfour be regarded as a question of the Continental in toasting Iroland said that South Africans. never mentioned the central point of the Powers versus Great Britain. Supposing were happy and prosperous because of their whole matter from the naval point of view, the Declaration and the Prize Court Conven. free institutions. They wished prosperity tion failed, that it never came into existence and that it was never ratified because at the last moment we refused to ratify, what is Power will know perfectly well that the United States and itself were agreed under Sir Edward proceeded: I deal with the the Declaration of London, and agreed question of neutrals briefly, because I am | regarding the rights of maritime war. convinced if I can prove we gain as belliger- The probable consequence is that our ents that the case for the opposition against | Continental enemy, knowing the risk and the Declaration must drop. As neutrals, | desiring to avoid the danger of friction am convinced that we gain. Take the with the United States, the great maritime neutral interested in our food supply, would propose to the United States that each agree at the outset of the war to accept the rules of the Declaration as those which We should regulate their relations and would be prepared to refer to arbitration any question arising between them regarding France. The German papers are emphatic the Declaration. We should be no better that no landing of troops has taken place. off in that case than if we ratified the Declaration. Indeed, if it was owing to us that the Declaration was not ratified we would be worse off, because we would not be entitled to appeal to any of its articles.

point. Conditions have changed from the

old days of unrestricted action. Your

two-Power or three-Power standard is no

longer going to be a world-power standard. strike, have sailed from Liverpool. That is due to the growth of fleets generally and the risk of neutrals interfering with belligerents. We would never bring a continental enemy to his kness by dealing with contraband alone, for he makes his own munitions and is able to get his supplies overland. What is the particular weapon we wish to retain unimpaired? In what particular way do we wish neutrals not to interfere in time of war? It is the blockade. As the world's fleets have been growing it has been becoming more important to us in order that we should not be crippled when belligerents to make sure that neutrals should not interfere with what we regard as an essential and effective right of blockade. Now honourable members will perhaps realise why the two Naval Delegates Aldershot, with full military honours on the position that if we can keep the sea free for signed the report. Hitherto there has been the British flag in time of war, we can keep divergent views on the subject of the blockade

British flag is driven from the sea we cannot much. We have got under the Declaration be saved from starvation by dependence an agreement that the right of blockade shall upon neutrals. I contend that without the be an elastic and not a fixed right. We have Declaration you revert to the risk of food secured conditions which in the opinion of being declared absolute contraband. If the Admiralty were essential to the effecthe Declaration is ratified there will be live use of the blockade. (Ministerial three points in favour of the insurer now cheers). I have never seen any evidence non-existent. The insurer will know that that any of the much-quoted Admirals confood cannot legally be treated as absolute sider the increasing dependence of hellicontraband; that the doctrine of continuous gerents upon the assent of neutrals, upon voyage cannot lawfully be applied; and that | the greater tendency to put restriction upon In the House of Commons Mr. Balfour if cargo is illegally seized compensation can belligerent action which no one fleet can contended that the Declaration of London be claimed before an unbiassed internativesist. When we are asked to appoint a precluded the Government from ever pro- tional court. This must favourably affect Commission of experts 1 say; We dealt testing against the illegal treatment of the conveyance of goods to us in time of with the question of blockade from the view point of high policy : we are not going lated decision of an imperfect tribunal, With regard to the sinking of neutrals to devolve the responsibility upon any comthus destroying the existing remedy which the only change which the Declaration mission of experts. (Ministerial cheers). was immediate and powerful, and often makes is that if our enemy sinks neutrals Regarding the conversion of merchantproved effective. The changes all favoured coming to us he will have to prove the men as belligerents, we are not affected. military as against naval, and continental emergency before an International Court We would continue to do our best to on which he has only one representative. destroy them. All vessels so convertible That fact will not make it easier for him are known, and therefore the matter is not to prove the emergency. Mr. Balfour ar- so important to us as might be supposed. gued that if we were at war and our enemy By declining to ratify the Declaration you interferes with neutrals bringing us food obstruct the really genuine desire of the he would probably bring down the inter- other great Powers to come to some agreeference of the neutral Power concerned, and ment, and you take a step in the direction that would be to our advantage, but that of setting the world against you. I have if the Declaration were ratified, the new- very little doubt that the Declaration would tral Powers would remain passive and remain. It would be regarded by the await the decision of the International Powers as a sort of rule of international Prize Court. I contend that if we are at law which they mean to observe amongst war with a great Continental Power, there themselves, and we would be left outside. is only one great neutral Power interested We do not want to be left outside this in the supply of food to us, and with a international agreement. It is perfectly

COLONIAL DELGATES IN IRELAND.

LONDON, 4th July.

The Delegates of the Dominions on visiting Dublin were entertained to luncheon at the Vice-Regal Lodge.

The Lord Lieutenant said the inclusion of Ireland in the four of the Delegates was the suggestion of one person only who should be nameless.

Mr. Oliver of South Africa said that from what they had seen Great Britain was not declining ut was progressing.

At the dinner given in honour of the delegates at University College, Mr. Christian ment and misrepresentation. Mr. Balfour | to the establishment of the successful work- | Botha replying to the toast of "The Overand many of the Opposition had come rather | ing of such a court. It is untrue that the sea Visitors," said the British Empire had late to the consideration of the question, United States regard the failure of the prize kept absolute faith with the people of South court convention and the Declaration with Africa and given them a position among

> The Hon. J. T. Molteno, President of the to come to Ireland.

THE SITUATION IN MOROCCO

London, July 4th. France is now discussing the Agadic affair with Great Britain and Russia.

It is announced in Berlin that Germany's attitude will be one of tranquil expectation, hoping that the incident will lead to an ... exchange of views between the Powers interested and thus clear the situation. Germany will not withdraw until she is satisfied that normal conditions have been restored or unless an agreement is concluded with other Powers.

The Spanish papers are delighted with the German action, which, like the Spanish. lis due to the Tunisfication of Morocco by

SEAMEN'S STRIKE SETTLING.

LONDON, July 4th.

The strike of seamon appears to be Moreover, it would not follow that the |rapidly coming to an end. An understand-United States or any other neutral would ling was reached with the men at Liverpool. concede to us what we gain under and Hull yesterday afternoon. The demands the Declaration regarding the rights of of the strikers are being conceded in other blockade. This is a most important ports.

> LATER. The steamers Carmania and Empress of Britain, whose departure was delayed by the

EUROPEAN CIRCUIT AVIATION RACE.

London, July 4th

The aviators stopped at Shoreham thence proceeding to London. Vedrines wa the first to arrive at Hendon, being followe by Vidart thirty-six minutes later, then Kimmerling, Beaumont, Valentine, and Carros arriving within half-an hour.

LATER. Ten airmen have arrived at Hendon. Train did not finish, as he damaged his machine while I anding at Heighton.

Beaumont won £2,500 for making the fastest time between Paris and London, and Vedrines was the winner of the stage between Calais and London.

Communications respecting Advertisements, Bubscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address : PRESS Codes: A.B.C. 5th Ed-Licher's.

NEW ADVERTISEMENTS

FOR SALE.

WOOST TYPEWRITER, almost new Reasonable Price. Apply to-

Care of "Daily Press" Office. Hongkong, 5th July, 1911.

SITUATION WANTED BY A FOREIGNER.

position in Insurance. Shipping or any Mercantile Office; no objection to outports, Full Box \$15.00 | Second Scats ... \$1.00 willing to work two months without pay and Single Seat in Box 3. 0 Stalls (Carpeted) 0.50 then start with a Reasonable Salary. Apply to-A. B. C.,

Care of " Daily Press" Office. Hongkong, 3rd July, 1911.

ITALIAN MARBLE.

ONUMENTS, FIGURES, HEAD. IVE STONES and CROSSES in Stock at-BROWN, JONES & Co.,

41, Morrison Hill Road. Hongkong, 1st June, 1911.

NOTICE.

TT is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co.'s Flats in Nathan Road. Those interested in the above project are requested to send in their names to

The Secretary, HUMPHREYS ESTATÉ & FINANCE Co., LTD., Alexandra Buildings.

STATE OF NORTH BORNEO.

Hongkong, 22nd June, 1911.

TENDERS FOR REVENUE FARMS.

FINDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder:-

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of October, 1911, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commoneing on the 1st January, 1912.

The tenderer must state in his tender the annual sun offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the

The Farms above referred to are the OPIUM SPIRIT, GAMBLING and PAWNSBOKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messes, Guthere & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

The retail rates for Chands fixed by Govern mont for the Opium Farm for 1912, 1913 and 1914, are those specified below viz.:-For every 3 hun packet ... So.141

0.19 3 chi receptacle 1 tabil ... Hongkong, 19th June, 1911.

YOU Can always get the best quality LOCAL BEEF AND MUTTON

AUSTRALIAN FROZEN MUTTON,

RABBITS.

HARES. From THE

DAIRY FARM CO., LTD. Butcher's Dept. Price-list on application.

INTIMATIONS

THE

HIPPODROME CIRCUS MENAGERIE.

Location :- CAUSEWAY BAY

Under a Specially Constructed

MAT SHED. TO-NIGHT! TO-NIGHT!! JULY 5TH, 1911.

Doors Open at 8 P.M. Overture 9.15. 25 FIRST-CLASS ARTISTS 25 Including the latest and most expensive ANIMAL ACT

over brought to the East. THE LIONS !!! THE LIONS !!!

introduced by G. URBAN, Prince of Animal Trainers. SCHOOL BOY, 16 years of age, wants | NEARLY EVERY ARTIST NEW TO

First Class Seats... 2.00 | Gatlery (Natives

Soldiers and Sailors in uniform: Stalls 30 cts. Second Seats ... 50 cts.

MATINEES! EVERY SATURDAY, AT 4.30 P.M.,

When Children under 12 years of age will be admitted Half Price to all Parts. BOOKING OFFICE FOR SEATS: ROBINSON PIANO Co.

Watch Hand Bills for Further Announcements. Hongkong, 1st July, 1911.

GEO. FENWICK & CO., LTD.

TOTICE IS HEREBY GIVEN that BD EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Hongkong Horel, at 12 Noon, on SATURDAY, the 8th day of July, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as Special Resolutions: -

1. That GEO. FENWICK & Co, LTD, te wound up voluntarily. 2. That the partners in the firm of MESSES. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

By Order of the Board of Directors, . JOHN I. ANDREW. General Manager. Hongkong, 30th June, 1911

THE PRACTICAL MERCANTILE AND FECHNICAL TRAINING CLASSES.

E teach von only what is practical and applicable to your business or occuration applicable to your business or occupation. Our different subjects are: A General Merchant's Business. Estimates on Machinery and on Contracts.

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Please write us for full particulars on any We are also Agents for the well-known and

ELECTRICAL ENGINEER INSTITUTE OF CORRESPONDENCE INSTRUC-TION, LONDON, The subjects they teach are as follows: -Electrical Engineering, Mechanical Engineering. The Electrical Engineer Institute also subdivide the subjects they teach into special courses

for the selection and choice of their students, so that they may go in for a complete course or a special branch of Electrical Engineering or Mechanical Engineering. We shall be glad to give you full information, if you will kindly write to:-TRAINING. . Care of "Daily Press " Office, Hongkong, 28th June, 1911.

GRACA & CO.

PEDDER St. (Hongkong Hotel Building), Dealers in DOSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c. Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures

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Inspection Invited.

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FURNITURE AND PHOTO GOODS , STORE.

Photographic Goods of every Description in Stock.

PUBLIC COMPANY

HUMRHEEYS ESTATE & FINANCE COMPANY, LTD.

CHARE CERTIFICATES, Nos. 5,248 and 5 249 for One hundred and twenty-five (125) Shures numbered 148.670 to 148,169 and | and colour-washed throughout. Cheap rent. 148,170 to 148,194 inclusive, fully paid-up, 1 standing in the Register in the name of NG Nathan Road, Kowloon. LIHENG, of Hongkong, having been Lost or Destroyed; Notice is hereby given that unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Voux Road Central, Hongong, on or before the Coal, Timber, &c. 28th day of July, 1911, New Certificates for the Apply to—said Shares will be issued and the Old Certi-HUMPHREY ficites will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 28th June, 1911.

NOTICES OF FIRMS

NOTICE.

TATE have authorized MR. MAX STEGERto Sign the name of our Firm. REUTER, BROCKELMANN & Co. Hongkong and China, 1st July, 1911.

NOTICE.

TR. AUGUSTO ANTONIO SEQUEIRA has This Date been admitted a partner in our Firm and is authorized to Sign per Procuration.

SEQUEIRA & Co. Pakhoi, 1st July, 1911.

DENTISTRY

DR. M. H. CHAUN. DENTAL SURGEON. 33, QUEEN'S ROAD CENTRAL.

ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910.

HEN TING

SURGEON DENTIST. No. 10, D'AGUILAR STREET

TERMS VERY MODERATE Consultation Free. Innakong, 21st September, 1905.

FOR SALE

FOR SALE OR TO LET.

FOOMS: Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet lawn. 15 minutes' walk from Tram, 7 minutes by 'Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply---MENT & AGENCY CO., LD. Hongkong, 2nd February, 1911.

FOR SALE.

DEMAINING Portions of MARINF LOTS 31 and 36, at Praya East. Approximate Area, 43,000 Square Feet.

LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS,

LOT No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER. Apply— G. FENWICK & Co., LTD.,

Engineers, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906.

ON SALE.

TONGKONG HANSARD REPORTS of the COUNCIL for the EGISLATIVE Session 1910.

REVISED BY THE MEMBERS.

DAILY PRESS OFFICE. Hougkong, 21st February, 1911.

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TO LET. INLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted

NEW and COMMODIOUS SHOPS. Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911.

TO LET.

ODOWNS, 95 and 96, Praya East.

Aprly— CHATER & MODY Hongkong, 31st March, 1911,

TO LET.

TIWO OFFICES on 1st Floor of Hotel Mansions. Apply to-HENRY HUMPHREYS,

Alexandra Buildings. Hongkong, 7th April, 1911.

TO LET. GODOWN, No.5A, DUDDELL STREET. Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st July, 1911.

TO LET.

FFICES on Ground and First Floor in Chater Road. Very central position. FURNISHED HOUSE, on Barker Read, To Let for 3 Months from 22nd July, 7 Rooms. WOODLANDS VILLA, West,

Seymour Road. No. 9. BEACONSFIELD ARCADE The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE .- TOR CREST, at Peak, commanding a Magnificent View of the Harbour

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SAM WANG & Co., 81, Queen's Road Central: Hongkong, 23th June, 1911.

TO LET.

TYOUSE, in Knutsford Terrace, Kowlcon. THE HONGKONG LAND INVEST MENT & AGENCY Co., LTD. Hongkong, 1st July, 1911.

ŤO LET.

THE HONGKONG LAND INVEST- 10, MOUNTAIN VIEW. Immediate possession. 3. SEYMOUR TERRACE.

Apply— Care of," Daily Press" Office. Hongkong, 29th June, 1911.

TO LET.

NO. 13. SEYMOUR TERRACE. Newly repaired and Colour-washed.

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THRST FLOOR of No. 4, DES YEUX ROAD

CENTRAL. FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower). Can be let separately. Rent moderate (H)DOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to-DAVID SASSOON & Co., Ltő. Hongkong, 2nd June, 1911.

TO LET.

ODOWN, No. 4, New Praya, Kennedy Town.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st July, 1911.

TO LET-NEAR CLOCK TOWER. CEVERAL CONVENIENTLY Offices. Ground and First Floor.

Post Office Box 418. Hongkong, 9th May, 1911.

TO LET.

TOS. 9 and 10, MACDONNELL ROAD. FLAT in Blue Buildings, 4, Praya East. 19, CONDUIT ROAD. GODOWNS, To Let, at Blue Buildings, 4a, Praya East.

BANK8

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The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Doposits at the following rates: For 12 months 4 per cent, per annum.

GEORGE HOGG,

Manager, No. 9, Queen's Road, Central. Hongkorg, 21st February, 1911.

For 3

THE TOKOHAMA SPECIE BANE LIMITED.

CAPITAL PAID-UP Yen 24,000,000 Date 13th March, 1911

HEAD OFFICH-YOKOHAMA.

BRANCHES AND AGENCIES. London Osaka San Francisco Lyons Nagasaki New York Honolulu Shanghai Hankow Tientsin Bombay. Peking Newchwang Dalny Port Arthur Antung Lioyang Chiang Chun Mukden Tieling

Kobe Hongkong-Interest Allowed. On Current Account at the rate of 2 r er cen per annum on the daily balance. On fixed deposits for 12 months 4 % per annur

., 6 ,, 31% ,, TAKEO TEKAMICHU Hongkong, 13th March, 1911.

WHE CHARTERED BANK OF INDI-A AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185: HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,625.000 RESERVE LIABILITIES OF PROPRIE-TOBS..... £1,200,000 INTEREST allowed on Current Accoun

at the rate of 2 per cent. per annum on the Dail. On Fixed Deposits for 12 months 4 per cent. WM. DICKSON.

Hongkong, 2nd May, 1911.

HONGKONG FAVINGS BANK. THE Business of the above Bank L conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31

per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong And SHANGHAT BANK to be pinced on FIXED DEPOST at 4 per cent. per annum. Fer the Hongkong and Shanghai

BANKING CORPORATION.

N. J. STABB,

Chief Manager.

Godowns.

Hongkong, 24th January, 1911, TEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHEBLANDS INDIA COMMERICAL BANK). Езтавызний 1863. Authorised Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capitel Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338,09 (£229,528) HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, Swigs Bankvennern. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per SITUATED ROOMS, suitable for annum on Daily balances and accepts Fixed Deposits at the following rates:-

> 6 do. 31% do. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909.

12 months 4% per annum.

FITHE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL - Charter). ** _ 10 000 000 BANKS

KIONGKONG AND SHANGHAI BANKING CORPORATION. .

PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS: STERLING £1,500,000 at 2/-=\$15,000,000

SILVER \$16,250,000 \$31,250,00C RESERVE LIABILITY OF PROP'TORS \$15,000,000

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> CHIEF MANAGER: Hongkong-N. J. STABB.

C. S. Gubbay, Esq.

MANAGER: Shanghai-H.-E. R. HUNTER.

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HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily belance. ON FIXED DEPOSITS. For 3 months, 24 per cent, per Annum, For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum.

N. J. STABB. Chief Manager Fongkong, 2nd May, 1911.

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AUTHORISED CAPITAL ... £1,500,000 Subscribed PAID-UP RESERVE FUND ...

BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEFOSITS: For 12 months 4 per cent. 3½ per cent.

NOTICES TO CONSIGNEES

F. C. MACDONALD,

Acting Manager.

NOTICE TO CONSIGNEES.

Hongkong, 29th April, 1911,

THE P. & O. S. N. Co.'s Steamer

"SYRIA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are

Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

being landed and placed ATTHEIR RISK in the

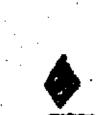
Hongkong and Kowloon Wharf and Godown

instructions are given to the contrary within 6 hours. Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 9 A.M. on MONDAYS and THURS-DAYS. All Claims must be presented within ten days of the steamer's arrival here, after which. date they cannot be recognised. No Claims will be admitted after the Goods have left the

> E. A. HEWETT, Superintendent.

Hongkong, 1st July, 1911.



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT. SOLE PROPRIETORS of TAKASIMA-

OCHI, MUTABE, YOSHINOTANI, .

HOJO, KANADA, NAMAZUTA. SAYO

SHINNEW and KAMIYAMADA,

Collieries. SOLE AGENTS FOR -KISHIDAKE Coals.

HEAD OFFICE:-MARUNOUCHI,

BRANCH OFFICES:-NAGASAKI.

MOJI, KARATSU, WAKAMATSU.

TORYO.

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INAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

BOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.



Shiploads or

thirst-quencher sis a description which may be applied to the cargoes of the vessels "Circe' and "Ottar," which dropped anchor recently in Liverpool docks. The first brought 50,000 gallons and the second 40,000 gallons of pure health-giving lime juice, direct from the island of Montserrat-the famous tropical home of the cultivated lime-fruit from which

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LATE TELEGRAPHIC NEWS.

A MAHARAJAH ENTERTAINED BY CAMBRIDGE

London, June 16th. Entertained at a lunch during his visit to Cambridge University, H. H. the Maharajah of Bikanir, replying to the Vice Chancellor's toust, said that the Rajputs were more at home when indulging in warlike pursuits than with pen or with speech-making. Nevertheless, he accepted the compliment they had paid him on bolinif of the Princes of Judia, who were staunch Imporialists and yielded to none in their loyal ty to their beloved King-Emperor.

"The cause of education and the welfare of our people," added His Highness, "are very close to our hearts."

CAMBRIDGE UNIVERSITY WRANGLERS. London, June 16th.

The Cambridge University Wranglers inan Indian, Mr. Mukarji, of Lahore, and one

The papers give prominence to the remarkable success of Mr. Innyatulla Khan, of Amritsar. He was twenty-seventh Wrangler in 1909 and First-Class in Oriental Languages and Third. were among the notable people taking part. Class in Natural Science in 1911.

DEFERRED PREIGHT REBATES.

London, June 16th. At the meeting of the Imperial Conference to-day, Sir D. P. de V. Graaf, the South African Minister of Posts and Telegraphs, in introducing the Postal Resolution, described South Africa's disabilities as due to the methods of the Conference Lines and the enormous advantages American shippers derived as a result of legislation making deferred rebates illegal. The Union was determined to have an open freicht murket.

Mr. Buxton said that the feeling among merchant shippers in Great Britain was not FACTORY LIFE AND THE SERVANT so strongly opposed to the deferred relates as to justify the recommendation of legislative prohibition. Government were, therefore, unable to accept the resolution in the form proposed, but, if the South Africans would accept on amendment in favour of concerted action of all (lovernments of the Empire against shipping combinations, only when it was shown that they operated to the prejudice of the Empire's trade, Government would agree.

AMENDED RESOLUTION ACCEPTED. The Canadian, Australian, and New Zealand delegates supported the resolution, which was carried subject to Mr. Buxton's amoud-

THE PORTUGUESE REPUBLIC.

London, June 16th. been visiting the districts on the frontier where read at the Women's Institute recently, it was reported that preparations were being were for many centuries inferior beings made for Royalist raids from Galicia. It is in Japan. They stayed at home, and they kept announced that the Minister was enthusiastically their bouses in order. They looked after the receive l overyhere:

Royalist leaders and that wagons and arms have tant work was done by men. been seized in Galicia.

trating near Lindoso. MONARCHIST CONSPIRACY IN THE SOUTH OF

Lisbon, June 18th.

A Monarchist conspiracy in Southern Portugal was discovered and the Government promptly took measures which frustrated the designs of the plotters.

GRAY BEATS INMAN. London, June 18th. In the billiard match fought on even terms between Gray and Inman the final scores were

Le Gray, 16,000; Inman, 7,231. MORE AVIATION FATALITIES.

beyond recognition.

thrown against a tree and killed. The race has been organised by the newspapers

Le Journal of Paris and the Standard of London.

BANQUET TO OVERSEAS JOURNALISTS. London, June 18th. . The Empire Press Union last night entertained the Overseas journalists at a banquet at the Prince's Restaurant. Lord Burnham presided and Lord Curzon, Lord Northeliffe, and a number of the Dominion Premiers were

Lord Burnham referred to the valuable work done in the past two years by the administration of the Empire Press Union in securing important concessions in cable rates and a more advantageous supply of news to the papers in India, South Africa, and Australasia through an arrangement with the Eastern companies and Reuter's and various small understandings of a mutually beneficial nature.

Lord Curzon, proposing the tenst of "Our Guests," said the Press in the Dominions were strongly imbued with the Imperial spirit. THE DOUBLE INCOME-TAX QUESTION AGAIN.

London, June 18th. The official report of Friday afternoon's sitting of the Imperial Conference states that General Boths urged that persons of small incomes resident in the Dominions should only pay the difference between the British and Colonial income tax. This would stimulate the invest-

ment of British capital within the Empire. Mr. Lloyd George said that the abolition of the double-income tax would involve a loss of two millions which would mean another penny and later two-pence on the income tax for residents in Great Britain. It was impossible to face this loss, at any rate so soon after the great struggle of 1909-10. Mr. Lloyd George said it it did not involve a large amount it might be considered. He would ascertain the effect and communicate his decision later.

CROWN PRINCE OF GERMANY IN A MOTOR ACCIDENT. London, June 15th.

The Crown Prince of Gormany, while driving his motor into Berlin, skidded against a corner. The car was smashed, but the Prince jumped to the payement unburt. The chauffeur and a footman were thrown out, one being hurt badly. THE EMPIRE'S TRADE.

The text of Sir Wilfrid Laurier's motion malists and novelists." regarding the appointment of a Reyal Com-

resources of each part of the Empire; work interests many Japanese women. Women the development attained and attainable, lawyers do not exist, notwithstanding the fact together with the facilities for pro- that there is no law to prevent them from duction, manufacture and distribution. It is also practising. Women school inspectors are still to intestigate and report on the trade of each only an ides. rait, with others, and the cutside world; upon the food, raw material, and the requirements of not exempt from the servant difficulty. Factory cach: the sources thereof available, and, finally, life is proving alluring, and the embroidery, to what extent, if any, trade between the knitting, lace making, and rock-binding indusdifferent parts is affected by the existing tries are drawing many girls away from domestic legislation in each, Loneficially or otherwise.

London, June 17th.

Mr. Fisher considered that Sir Josph Ward's proposal regarding a Pacific service of mail steamers was impracticable.

Wr. Malan sugges ed that the proposal be referred to a Royal Commission. Mr. Lloyd George thought that Mr. Malan's suggestion was an excellent one.

Bir Joseph Ward withdrew his proposal. GREAT PATHOLOGIST DEAD. London, June 17th.

The death is announced of Sir Robert Boyco. SUFFRAGETTE PAGEANT IN LONDON. London, June 17th.

A mammoth Coronation procession, with seventy bands, organised by the militant Suffrageites, marched from the Embankment to the Albert Hall, where an assembly was held; the idea of the procession being to represent in pageantry the part women have played in history.
One section symbolised the greatness of the Unity of the Empire, and was headed by a taste-fully-decorated car, behind which walked British cluded four County Council schoolboys and also Overseas and International representatives in native costumes; carrying the emblems of their

Mrs. Fisher, Mrs. McGowan, the wives of the Commonwealth and New South Wales Premiers, Lady Brassay, and Lady Cockburn THE INTERNATIONAL HOUSE SHOW ..

London, June 17th. At the International Horse Show, a Russian, Captain Amit i Dexe, won the gold International King George the Fifth Challenge Cup for Military Officers for jumping over the course. There were seventy four competitors, representing England, France, Germany, Belgium, Russia and the United States.

> PROFESSIONAL WOMEN IN JAPAN.

---PROBLEM.

Western influences are, as one is well aware, sweeping away most of the landmarks of tradi-

The Japan of Lafcadio Hourne will, of course. soon be history. If the charm of the Japanese woman does not become also an episode of the past, it is perhaps' because she-of all her countrypopple—cau best assimilate Western ideas without losing her innate fascinations, and her new education and the higher socia position to which she is actively reaching are making less of a revolution in Japan than are, the activities of women in this country. "Women," said Mr. Yoshio Noda, professor

at the Ladies' Training College for Secondary The Portuguese Minister of the Interior has Teachers at Nava, in a paper which he

"When Japan unlatched the doors of its The papers add that the Royalists are concentated to Europe, the movement proved the open sesame to women's work. Ever since those days, in fact, the position of girls and women has been rapidly changing, and Japan is forg. ing fast ahead with the secondary education of

there has been a rapid increase in the rate of school attendance. In secondary schools the than for boys.

completed in February.

her high school at about seventeen. She does in the selection of seed and in effecting improvenot go on to college until she is twenty.

"Although the professional movement is on" recourse to makeshifts to, obtain immediate the increase among Japanese educated women, profit. the simplicity of home life, and the strong ties of blood relationship have hitherto hern instrumental in derdening the ambitions of the Japanese woman towards independence. Mombers of one family live together. Mutual help among relations is part of to a family creed.

Parents are loosed after by their children, unmarried sisters by their brothers. There are no pressing conditions of p verty, owing to the fact that in all classes each member of a family helps another. An independent spirit among women is, however, greater than it used to be, although professions for middle-class women are comparative novelties.

"The profes-ion most widely open to women is that of teaching. A little less than a quarter . of the total number of teachers are women. In girls' high schools they number 61 per cent. They are chiefly governed by men, and there are in all only about ten head-wistresses. Kindergarton is, however, managed entirely by women. "Lady doctors and dentists are increasing. There is one medical school for women in Japan Midwifery, although an old trade bas of late very much imp oved as regards training. Numbers of women are also employed as postoffice and booking clerks, and as wardresses in women's prisons, while there are large numbers of girls in large department stores, in the better class shops, and in some banks

"A few private commercial schools provide a business training for girls, and there are a certain number of typists and stenographers, who hold good positions, as well as professional women, from artists and musicians to jour-

Negatively, the position of wemen in Japan mission to enquire into the Empire's trade is most interesting. There are, as Mr. Yoshio relations is as follows:- The Commission Noda pointed out, no social settlements or is to investigate and report on the natural women's clubs, although social and philanthropic

Curiously enough the Japanese chatelaine is service to the factories. - Evening Standard.

THE U.S. NAVAL HOSPITAL TRAGEDY AT YOKOHAMA.

In connection with the tragedy at the U.S. Naval Hospital the following decision of the preliminary court was given in the Yokohama Local Court :-

The accused J. E. Atkins is committed for trial on the charge of having caused death by means of wounding.

Thoneoused J. E. Atkins, who was a blue-jacket on the U. S cruiser New Orleans, was taken, on the 25th of May, 1911, to the U.S. Naval Hospital, Yokohama, suffering from a stomach and bowel disease. On the afternoon of the 4th June the accused, with some other in-patients, was drinking in No.3 ward of the Hospital. Subsequently he recreily went out of the Hospital and proceeded to a grog-shop in Chinatown, where he look further liquor, and came back to the Hospital carrying with him a bettle of whisky and three bettles of beer. After his return the accused continued drinking with three other in patients. When the accused got drunk he boasted of his physionl strength and said nebody in the room was able to defeat him. While indulging in such talk, the accused began to quarrel with J. L. Saunders, who was a man of stouter build. From high words they came to scuffling and at length Atkins was overcome by Saunders. The next moment the coused, taking a razor from a stand nearby, cut Sunnders on the left side of his neck. An artery heing severed, the wounded man succumbed a short time after.

The act of the necused comes under the first clause of Art, 205 of the Criminal Code, and the decision is as above given, the accused to be dealt with according to the previsions of the first clause of Art. 167 of the Code of Criminal Procedure.

OCEAN VOYAGES BY AIRSHIP.

TWO GREAT VENTURES CONTEMPLITED.

The recent series of disasters to dirigible sirships has caused the public to lese memory of the very remarkable achievements which sland to the credit of these adventurers in the air. The most sensational of these was without doubt the voyage of the airship "America" for 48 hours across the Atlantic. That is recalled to public attention now by the news that the attempt to crossthe Atlantic by nirship will be repeated this year. During August, in all probability, au airship will start from the Atlantic coast of the United States with Europe as i's objective. The experiment of the "equilibriator," which mainly caused the wrock of the last experiment, will not be repeated on this occasion. It is stated that the money necessary for the expedition has already been subscribed.

Another Transatlantic airship expedition is in contemplation. A German project is to start children. Their ideals were to become wise from Cape Verde and seek to reach the West mothers of their babies. Even ladies came little Indies by following the route of the trade wind. ment have ordered the arrest of two Portugueso 'together socially in social life. All the impor- This circhip, it is stated, will probably leave

COTTON GROWING IN CHOSEN.

Mr. Ozi, chief of a section of the Colonization Bureau, is quoted by the Nichi Nichi as saying "In the last twenty years," said Mr. Noda, that it is very regrettable that the public should draw the hasty conclusion from the dissolution of the Chosen Menka Saibai Kaisha that cotton, attendance is about one-third less in the case of cultivation in Chosen basended in failure. The girls than in that of boys. There are a certain cultivation of cotton in the poniusula is still number of industrial and professional schools under trial and the enterprise has a very for girls, but proportionately less for the latter promising future. The native cotton has short fibres and its quality is inferior. The produc-"In Japanese boys' schools the English Ing- tion is also small and not fitted to answer the guage is obligatory," said Mr. Noda. In only demands of the improved industry. The a few cases is French also taught. In girls' authorities have introduced American cotton A so-called European Circuit Aviation Race colleges it is only optional at p esent. Japanese plants, and the experiment shows a satisfactory has started from Paris through France, Belgium, children do not find much difficulty in learning result. The Government has allotted to intend-Holland, England, and back to Paris, the total to read Latin characters, or understanding Ara- ing cultivators a tract of la d in the vicinity of distance being about a thousand miles. When bic numerals. In fact, the latter are often pre- Mokpo for experimental cultivation. A Menka one of the competitors, a French Lieutenant, ferred in teaching ordinary arithmetic. They Kyokai (Cotton Association, has come into Prince Tean, was practising before the start his are far easier for algebra and decimals. Ever existence, and greatendeavours are being made to recopiane fell to the ground and caught fire, since the introduction of ink in the schools, as improve and encourage the cultivation of cotton, Prince Tean was burnt to death and charred well as in business, the Western method of the new seeds being distributed gratis to cultivawriting from left to right, instead of perpentors. The area of cotton plantations in Chosen Soon after starting the aviator Lemartin was dientarly, has come into favour, and is prac- does not now exceed 1,000 chebu (chobu=22 acres), tised even where Japanese characters are con- but there can be little doubt as to its future development. The intestigation conducted. "Japanese children in the secondary schools by the " Oriental Development Company enjoy two months' holiday in the summer. The shows that the soil fitted for cotton culschool year begins in February, and the first tivation is not limited to the vicinity of Mokpo, term ends in July. After the long vacation but its sphere is being gradually extended aswork begins again in eletember, and continues, investigations progress. The public must not, with two weeks' interval, until the cycle is again therefore, listen to the persimistic views now being circulated. Both soil and climite in the "Women are not yet dmitted to the higher vicinity of Mokpo are congenial to the cultiva-Government posts. There is one college for tion of cotton, and it is clear that the district women in Japan, started, as well as a few will form a great cotton producing centre in schools of music and fine arts, and one for the future. It is all important that parties manners by private enterprise. A girl leaves engaged in cultivation should spare no efforts ments in the method of cultivation, without

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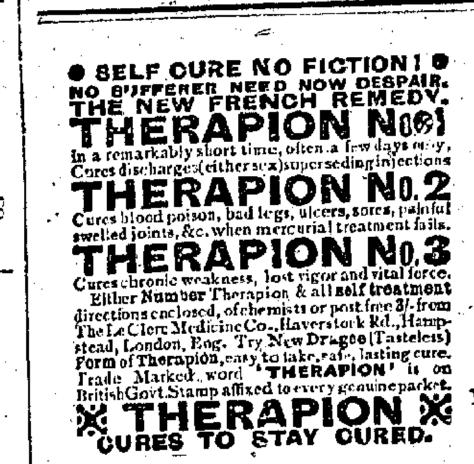
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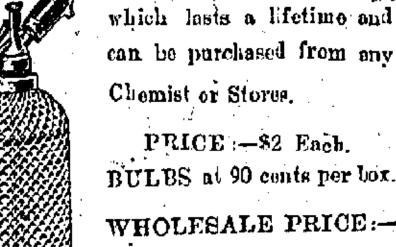
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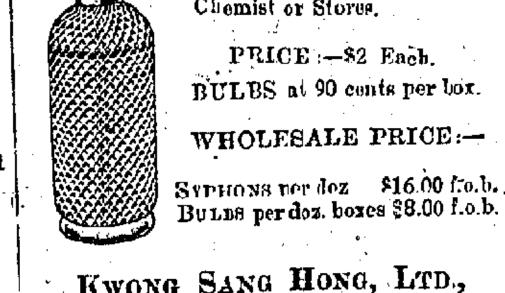


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Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Muster S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.d., Comdr. H. Lynes, Shanghai. Cherub, water tank and tug, 390 tons, i.h.p. 340. Master W. Smith, Hongkong. Olio, British sloop, 1,070 tons, i.h.p. 1,400,

Comdr. H. R. Veale, Shanghai. Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Flora, 2nd class cruiser, 4,360 tons, 10 guns. 7,000 i.h.p., Captain J. Nicholas on route to Weihaiwei. Handy, torpedo-boat destroyer 295 tons, 6 gun. Leipzig, craiser, Captain Engel

ford, Hongkoug, Hart, torpedo-boat destroyer, 295 tons 6 gun-4,000 h.p., Lt.-Comdr. Hon. Guy Stopford Hongkong.

Janus, torpedo-hoat destroyer, 320 tons, 6 gun-3,900 h.p., Lt.-Comdr. M. B. R. Blackwood Weihaiwei. Kent, armoured cruiser, 9,800 tons, 14 gune

i.h.p. 22,000, Capt. S. St. J. Farquhar. Kinsha, river gunboat, 616 tens, i.h.p. 1,200, Taingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Lieut.-Comdr. T. J. S. Lyne, Yangtsze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 Vaterland, gunboat, - tons, 3 guns, 500 h.p. i.h.p. Commr. B. O. M. Davy, Sandakan.

Minotaur, armonred cruiser (flagship Vice-C.V.O., C.M.G.,) 14,600, tons. i.h.p. 27,000,1 Capt. G. C. Cayley, Woosung. Monmouth, armoured cruiser, 9,800 tons, i.h.p. Puglia, propected cruiser, 2,498 tons, 26 guns,

22,000. Captain L. E. Power, M.V.O., Hongkong. Moorhen, river gunbeau, 180 tons, 2 guns i.h.p. 800, Lieut. Comdr G. P. Leith

West River. Newcastle, 2nd class cruiser, 4,800 tons, turbine Captain George P. E. Hunt, D.S.O. en route to Hongkong and Weihaiwei, Nightingale, river gunboat, 85 tons, 240 h.; Lt.-Comdr. Claude Hillersden-Woodward

R.N., Yangtazo. Otter, torpedo-boat destroyer, 185 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihaiwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lt.-Comdr. Cosmo A. O. Douglas, West Sandriper, river gunbout, 85 tons, 2 guns, 240

h.p., Lieut.-Comdr. E. J. J. Southby West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.r. Lt.-Comdr. Maurice B. Leslie, Yangtsze. Taku, torpedo boat destroyer, 305 tons, i.h.p.

Tumar, receiving ship, 4,650 tons, 6 gun- Denver, cruiser, 3,200 tons, Comdr. Edward E. Commodore Eyren, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Galveston, cruiser, 3,200 tons, Commander

Lieut.-Comdr. R. J. Buchanan, Yangisze. Comdr. M. B. Baillie Hamilton, Hongkong Virago, terpedo-boat destroyer, 395 tons, 6 gui s 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair. | Mohican (station ship), Commander G. R. Hall, Weilmiwei.

Lieut, Comdr. R. L. Hancock, Penang. Whiting, torpedo-boat destroyer, 360 tons, guis, 5,900 h.p., Lieut.-Comdr. G. B. New Orleans, cruiser, 3,430 tons, Comdr. Roger Hartford, Weihaiwei.

Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.p | Paraguay, gunboat, Ensign Roy L. Lowman Licut. Comdr. B. R. Brooke, Yangtsze. dlark, gunboat, 150 tons, 2 guns, 550 h.p. WcoLieut. Comdr. G. F. A. Mulock, Yangteze

Kaisetin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitan Oskar Hansa, Northern Waters Panther, third class cruiser, 1,530 tons, Fre-

gatienkapitan, Theodor Skerl Edl. von Schmidtheim Acheren, armoured gunbeat, 1,830 tons, 9 gars 1,700 h.p., Lieut. Bertfind, Saigon

Alger, 2nd class cruiser, 4,320 tons, 22 guns ,100 h.p., Commander Fournier, Hkong Alouette, gunboat, 506 tone, 7 guns, 400 h.p. Commander Badin, Saigon Argue, river gunboat, 180 tons, 6 guns, 570 h.p.,

Lient, Audonard, Baionnelle, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Carcualde, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 gans, 900 h.p. Lient, de Linarca, Shanghai

Durleir, as moured cruiter, 7,578 tone, 26 guns, 17.00 h.p. Desair, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 b.p.

D'Therville gunboat Estoc, gurbeat, 141 tons, Reserve, Haiphong Esturgion, sub marine, 70 tons, 60 h.p., Lieut Combet, Saigon

France, destroyer, 200 tons, 7 guns, 6,300 h.p. Henri Rividro, river gunbeat, 150 tone, 6 guns 152 h.p., Haiphong

Lynr, sut-marine, 70 tons, 6h.p., Lieut. Marre, Montosim, armoured cruiser, (flegship) 9,367 tors, 36 guns 19,600 b.p., Rear Admiral

de la Croix us Castries (Commander-in-Manche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche.

Monquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandraon, uocal Booksellers.

Olry, river gunboat, 170 tons, 6 guns, 500 b.p. Lient, de Maindreville, Upper Yangtre Peiho, river gunboat, 130 tone, 4 guns, 280 h.p.

Perle, sub-marino, 70 tons, 60 h.p., Lieut. Monnier, Saigon Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortonel, Hongay.

Lieut. Puech, Tongku.

Astroga, 2nd class cruiser, 4,360 tons, 10 guns. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morrie, Saigon Redoutable, battleship (reserve), 9,339 tous 37 guns, 6,20) h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns

1,600 h.p. Lieut. Seriot, Saigon. Takou, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon Vauban, torpedo-depot, Commander Mortenol, Hongay

Veteran, torpedo-depot, Lieut, Bihel, Can Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut, Dumonlin, Siking

Arcons, cruiser, 2,719 tons, Captain von Hipper Iltis, gunboat, 1,000 tons, 10 guns,

Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Webuer

Captain Bölken Scharnborst, armoured cruiser (flagship)s 11,420 tons, 52 guos, 26,000 h.p., Kapitan Zur See Maass Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe

(Hans) Bertram 'l'orpedo boat " Sgo." Kapitan Leut. Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain v. Koss Captain Ross

ITALIAN. Admiral Sir A. L. Winsloe, K.C.B. Calabria, protected cruiser, 2,428, tons, 26 guns 4,000 h.p., Capitano Maris Casanuova di

Captain Toussaint

chese Lorenzo PORTUGUESE Patria, gunboat, 700 ton", Captain J. Affrexo UNITED STATES. Albany, cruiser, 3,000 tons, C. S. Williams.

7.000 h.p., Capitano Gusani Viyconti Mar-

| Arayat, gunboat, Lieut.-Comdr. Matt H Signor Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend Barry, destroyer, 420 tons, Ens. Edmund S.

Callao, gunboat, 213 tons, Ens. J. R. Murrisson Cleveland, erniser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle-hip (flagship), 9,700, ton-

58 gare, 21,000 h.p., Comde. John E Gibbins Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai -Channey, destroyer, 420 tons, Ens. I. N

6,000, Gunner E. J. Trillo, R.N., Hong. Dale, destroyer, 420 tons, Lieut. Herbert II Cagehart, Shanghai

John A. Hoogewerff, Manila Thistle, gunboat, 710 tons, 900 h.p., Lieut. Helena gunboat, 1,392 tons, Comdr. Reaben O. Bitler, Shanghai Mindore, gunboat, Lieut, George M. Brum

Waterwitch, surveying ship, 620 tons, 450 i.h.r. | MonSterey, monitor, 4,000 tons, Lt. D. W. Toda Nanshan, transport, 1,577 tons, W. D. Pardeaux

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. New York, cruiser (flagship), Comdr. J. P. Ponnsylvania, armoured cruiser, 13,680 tons

Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett. Porpoise, 125 tons, 260 h p., Ens. Kenne

Rainbow, cruiser, 6,026 tons Comdr. A. C Samar, gunboat, Ensign W, C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G

Villulobos, gunboat, 370 tons, Lt. A. Andrew Wilmington, gunboat, 1850, Comor. G. R Sailsbury Hongkong

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A TABLE OF THE

RATES OF EXCHANGE AT HONGRONG

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SIR JOSEPH WARD'S WARNING.

IMPERIAL CITIZENSHIP.

The Earl of Selborne presided at a meeting of the Royal Colonial Institute he'd at the Whitehall Rooms last month, when an address was delivered by Sir Joseph Ward, Primo Minister of New Zealand. There was a large attendance, among those present being Lady Ward, Lord Brassey, Sir F. Young, Liout. General Sir J. Edwards and Lady Edwards, Major Sir Hamilton Goold-Adams, Hon. Sir William and Lady Russell, Colonel Sir David Bruce and and Lady Bruce, Colonel Sir John Young, Admiral Sir E. Fremantle and Lady Fremantic, Mr. S. W. Konggs, Hon. J. G. and Mrs Jonkins, and Mr. H. Page Croft.

Discussing "A Higher and Truer Imperialism," Sir Joseph Ward said that the Conference just now sitting in London was doing useful work in discussing and settling questions of general interest to the Empire, but this Con-ference had a much desper interest, a desper significance to every man who had followed the historical development of British Colonial policy. The early Colonial policy of Britain might be expressed as persistent and unqualified selfishners. Afterwards oppression gave way to indifference, and then there came a third stage, of which the Imperial Conference was one of the most significant phases. It signified that Great Britain had recognised that it was her duty to call her children to her counsels, that while she must always be first in her own house those children were vitally interested in what the family were doing. (Cheers.) Had this third stage finished, or was it beginning? Thomswer to that question determined the final dostiny of Great Britain. If the Empire was to have no closer unity, no better. organised system of co-operation, no closer Council of Empire than a four-yearly meeting of Prime Ministers around a table in London. then the outlook for Imperial unity was grave and clouded.

LOST TO THE EMPIRE.

Two courses presented themselves. The first was to acquiesce in the continuance of the present system, and the other was a steady promotion of Imperial co-operation — (hear, hear) -for all the vital questions, including defence which affected the Empire as a whole. Phey call ed, and rightly called, the British Empire the greatest the world had over seen. And yot fifteen millions of their white fellow-subjects were to-4,000 h.p., Lieut. Comdr. Hon. Guy Stop- Luchs, gamboat 850 tons, 10 guns, 1,344 h.p day excluded from a full Imperial citizenship. They had no voice whatever in questions of foreign policy, in the maintenance and control of the Navy, in the all-important questions of peace or war. While these peoples overses were disfranchised in this way they had not, and never would have, a basis of a true Imperial system. (Hear, hear.) That the children of the Empire should help to bear its burden was now a teaching no longer questioned. This, expressed, in clear words, meant that they should contribute in money, in ships, and men to the de once of the Empire as a whole (Hear, hear.) If they were so to contribute, were they to be denied any voice in the employment and destination of their contribution? It was a consider. tion of the utmost importance that the sons who left the United Kingdom should not cease to be Imperial citizens and to have any voice in her foreign policy, in defence, and in the vital question of peace and war. Were the people in the Dominions, and the millions more who would be there in the future, to be left voiceless in the councils of the Empire, unconsulted in all questions of foreign policy, left, as far as logal right was concerned, entirely in the hands of the British statesmen of the day as to whether or not treaties might be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, to his mind, unthinkable.

> DRITAIN AND HER CHILDREN. The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and of right within the Empire as Imperial citizens the drift must be. as they grew in wealth and population, towards. if not disintegration, final independence. Could we, as British people, contemplate such a possibility without a sense of horror? But unless there was some change there would be an alteration as far as the unity of the Empire was conderned. It was against common-sense to surgest that sentiment alone, upon which unity at present rested, would be sufficient in the allimportant matiers of naval defence of the Empire and the question of peace and war. Could Britain stand alone, shorn of her children's aid, in the day of trial and peril? Could the forty-five millions of people within these shores maintain for all time, against the growing power of foreign nations, that majestic supremany of the seas upon which her national greatness was based? In his judgment, that task would become almost impossible unless Great Britain could draw to her side more effectively and unitedly than at present the rapidly-increasing power of the Dominions. Cheers) Closer union for Imperial defence was as vitally necessary for the Dominions as for the Motherland. United, they could defy the world. (Cheers.) Divided, they could maintain their national existence only with a burden and at a sacrifice pressing on very citizen and obstructive to every Locial scheme. What was wanted just now, as a preliminary in search of an effective I scheme, was a gennine desire on the part of the peoples of the Motherland and the Overseas Dominions, and of the statesmen who controlled their destinies-(hear, hear)-to extend privileges and Imperial citizenship to every son of the Empire scross the seas, and so bring about the day of the birth of a true Imperial Council, or Imperial Parliament, giving to every part of the Empire a voice in its destiny, and welding the free nations which constituted is

into one indissoluble whole. (Cheers) The Chairman assured Sir Joseph Ward that when statesmen of the Dominions Overseas did come forward with a prepared scheme, they would find men on this side of the water who would give up the whole of their political lives to support it. (Hear, hear.)

A hearty vote of thanks was accorded Sir

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Joseph Ward for his address.

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From July 5th to 11th, 1911.

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HONGKONG METEOROLOGICAL REGISTER.

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Barometer	29.57	29.59 78	29.63
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Highest open air Temperature on 3rd.. 85 Lowest open air Temperature on 3rd 75

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Moji at 7 a.m. on the 4th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 2 pm. to-day. The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 8.30 a.m. on the 4th instant, and left again at 4 p.m. same day for

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The Daily Chronicle of the 12th uit. contains the following description of the Queen's

The dress, robe and mantle which Queen Mary will wear at her Coronation are now finished and in a few days will be delivered. The CHOWTAL, German str., 1,195, W. Reher, 29th | dress is a triumph of the designer's and dress-June-Bangkok 21st June, Rice and Meal maker's art, and is not only beautiful general effect, but splendidly achieves the DAGNY, Norwegian str. 883, Solveson, 22nd special object of introducing a number of na-June-Hongay 20th June, Coal -- Anguard, tional and Imperial embleme into the design without any sacrifice of grace or elegance.

1st July-Mexico 30th May-Eng Hok tion dress naturally appeals to the beholder as an exquisite blending of two separate GERMANIA, German str., 1,713, H. Frandson, parts - the dress proper and the robe which 2nd July-Dalay 26th June, General- | completes it. The dross is of the Princess type (with skirt and bodice in one piece), and the HANGSANG, British str., 1,356, S. Wilde, 2nd skirt has a moderately long train of its own. July-Shanghai 28th June, Swatow 1st But over the skirt train trails the magnificent General Jardine, Matheson & Co. robe which, depending from the shoulders, Hanyand, British str., 1,207, G. E. Spink, stretches away for 18ft. The effect of having 29th June-Newchwang 21st June, Beans a moder stely long and very amply wide self-train to the dress is that the dress and robe trains sen, 1st July-Portland. &c., 23rd May, but blend a harmonious and splendid whole, the General-Portland Asiatic S. S. Co. rich fabric of the gown showing on either side 28th June-Shanghai 24th June, General of the robe, and being effectually held in position by the superior weight of the latter.

ALL ENGLISH MADE. The Princess dress is of deep ivery JAPAN, British str., 3,806, A. Stewart, 2nd duchesse satin made in England by the Queen's special command and desire. The weavers of the fabric are Messrs. Warner, of Kiang Ping, Chinese str., 1,222, U. Udden, Braintree, and the county of Essex has every reason to feel proud of the production. Certainly no foreign looms could have weven more exquisitely beautiful actin. The design and making of the dress were entrusted to Messrs. Reville & Rossiter, of Hanover-square, but the embroidery was done by the ladies of the

> This embroidery is truly wonderful work, and shows up all the more effectually because of the simplicity of the style of gown upon which it is

The pattern introduces the English rose, the Scottish thistle, the Irish shamrock, the Formose Channel PHEUMPENH, British str. 1,065, C. E. Page, | Star of India, the lotus lily of India and English oak leaves and acorns. All these emblems are worked in finest good thread, RAJAH, German str., 1,275, H. C. Reben, 24th | and in order to produce the desired effects of June - Rajang 18th June, Timber | light and shade eight or ten different threads have been used, and the blending of these is carried out with the utmost skill ...

The lower edge or border of the design. almost corresponding with the edge of the skirt, is of oak leaves and acorns. Above this is a band of gold embroidery canningly worked so as to simulate water meant to represent "Seas of Empire" upon which float lotus lilies. The use of variations of the gold thread is par- £4,000 prize recently offered by the Pctit ticularly effective in the treatment of the acorns | Parisien for the quickest flight from Paris to TEAN. British str., 1,346. A. W. Onterbridge, and that of the delicate petals of the lilies.

"SEAS OF EMPIRE." The water band and its oak-leaf edging extend completely round the skirt. Springing from the upper edge of the "Seas of Empire band are representations of the stems of roses and this ties rising towards and culminating in a magnificent Tuder rose at the centre of the Wongkor, German str., 1.115, H. Oltmanns | corsage. Widely separated at their bases, the stems bend gracefully inward and at intervals

blooms are thrown out. The Star of India and the shamrock are so in cluding it. skifully introduced into the design as not to

with gold a amrocks. The sleeves are short voyage he came through without mishap. -reaching barely to the wearer's elbowsouter a des, the two sections of each sleeve thus worked in the finest of gold thread. The low out of the bodice gives ample room for the of delicate gold thread hand-woven into a splendid lace, while the inner one is of real had premised to deliver in Madrid.

Innis-Mac Saint are bordered with tiny cak leaves.

the utmost care was taken to secure the true "royal" shade of purple. The design for the robe is by Messrs. Wilkinson, Conduit street, and that of its embroidery comes from the Princess Louise School, already referred to. The embroidery is in gold thread, as in the

Fully extended the robe measures six yards by a finally landed gracefully in front of the royal yard and a half, so that there is upon the ground. a spread of something between 50 and 60 square feet of rich background upon which the designers and embroiderers could work. The rose, shamrock and thistle are cleverly blended upon more harmonised from the ground level out- miles an hour. wards, culminating in a most elaborate and effective design, with a crown above the Queen's monogram for a centre piece. The connected design occupies about six lineal feet of the train. With such artistic skill has the pure gold thread been worked into he velvet that the "M" and the crown appear to be superimposed upon a delicate framework of shamrock leaves. This exquisite central feature of the design is enclosed by roses and thistles, the leaves and | holders in the Fort at Bombay have served to blooms of which are all wrought in the gold emphasise the slump in the cotton mill industry, thread, except the tips of the thistle blooms, into which fine silk thread has been introduced. giving a most realistic representation of the delicate purple tinge to be found on the fully

opened natural bloom. ROSE MEDALLIONS.

laken to select only the best.

The ermine lining is much wider than the

robe, and this arrangement allows a deep turning to form an effective outer edge to the velvet. Thus the whole underside of the great train is of ermine and its upper surface a mass of purple and gold bordered by orming. The cape, which is of regulation shape and depth (about 18in, down from the shoulders) is also of ermino.

The robe is fastened to the dress at the shoulders by strong hooks, but its weight is so great as to make natural trailing by the wearer a difficult if not impossible feat, and at the Coronation at least three pairs of train-bearers will carry it by looped ribbons or other carriers passed beneath it. But while the shoulder hooks actually hold the robe to the dress, gold cords formed into loose knots at the shoulder points | This vat was started by the late Robert Thorn appear to perform this function. There are four cords at each shoulder, and the arrangement of the loose knots is such as to divide them into pairs, one pair on each side being worn in front of the arm, and another pair behind each arm. All the eight cords terminate in gold tassels.

The shoes which her Majesty will wear with this splendid Coronation gown are of white kid embroidered in gold to match the dress, and in similar design.

There is a special reason for as well as a special significance in the introduction of the lotus into the embroidery design, because the Queen will, it is understood, wear the identical gown at the Coronation Durbar at Delhi.

WEATHER REPORT.

On the 3rd at 5.15 p. - The typhoon to the South of Hongkong appears to be moving in a North-westerly direction. It will probably reach the coast between Macao and Kwone Chan Wan. Hard gale from E. and S.E. expected in Hongkong to-night.

On the 4th at 9.45 a .- Black South Cone and At 12.05 p. The typhoon is approaching the coast between Macao and Hainan Straits. The barometer is rising slowly in the neighbourhood of Hongkong, and falling quickly

over Tongking. Pressure has given way over S. Japau. remains high over N. China and the Pacific to the East of Japan. Bad weather must still be expected over the

northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.56 inches. The forecast for the 24 hours ending at noon

Hongkong & Neighbourhood ... (*) South coast of Chiun between | E. ant E.S. gale Hongkong and Lamocks. | moderating.

to-day is as follows:-

South coast of China between | Cyclonic gales. Honokone and Hainan . * S.E. gale, moderating slowly; hard rain, equally.

870 MILES IN AN AEROPLANE:

M. Vedrines: the cleverest cross-country airman in France, who was the first to arrive at Hendon in the European circuit race, won the

He left Paris at 4.11 a.m. on Monday and Mr & Mrs Basto arrived at Madrid at 8.6 a.m. the following | 1 r Belilios Friday, accomplishing the long journey of 874 Mr M. P. Beattie miles between the two capitals in the "official Mies Bonnetta time" of 37h. "26min. The actual flying time | Miss Brandt In his flight between San Sebastian and

Burges M. Vedrines, like M. Gibert, was attacked by an eagle. The bird flew at his propeller while he was in the air, and it was only by manouvring adroitly that he succeeded The most fermidable obstacles encountered

ECLIPSE, British 4-masted barque, 2,996, Jame, appear in any way incongruous or to mar the on the way to Madrid were snowcapped moun-White, 12th May-New York 20th Jan., general effect of growing plants. The frontal tains 4 500ft, high. While he was soaring over Mr. John Lonnox design is reproduced on the back of the skirt, their jagged peaks he met with a series of although almost totally concealed when the robe treacherous air currents which tried his skill to the nimost, but by flying at an altitude The bodice is out very low and is edged of 6,000 ft. during the greater part of the

On landing at the aerodrome of Getare, out and have "V" shaped openings on their side Madrid the airman was welcomed by a large crowd with demonstrations of tumultuous joy formed being caught tog ther by huge thi ties After being hugged and embraced he was carried in triumph to the buffet, where an aide-decamp congratuated him in the name of King Mr and Mrs Chas. G. introduction of a tucker of most exquisite lace, Alfonso, and the Civil Governor of Madrid comwhich is inset in two layers. The outer one is plimented him on his bravery. He then handed over a number of letters from Paris which he Mr R. J. Mooney

Relating his experiences, M. Vedrines said: A white edge of the latter shows above the "I am very tired. I had a hard fight with wind Mr S. Paul gold lace and gives a delightfully soft and and mist, and the heat of the sun harming finish. Filmy hand-made lace of fine was terrible, but I felt that unless I kept on gold thread exactly similar to that upon the I should be ill, and to be taken queer at a bodice, is used for trimming the sleeves, which height of 6.000ft, is a serious matter, so I stuck | Comdr. F. Acton, R.N. to it." Then he lit a cigarette and went off to be mas aged. In the afternoon King Alfonso Mrs F. Acton & Maid arrived at the aerodrome and the French pilot The material of the robe, or larger train, is was present d to him. His Majesty warmly Mr& Mrs Aucott silk relvet, which was specially woven by congratulated him and decorated him with the Messrs. Warner at their Sudbury factory, and Cross of Alfonso XII., which is conferred upon those who contribute to the advancement of

In compliance with the King's request M Vedrines mounted his monoplane, and be fore Queen Victoria Eugenie, the roya children, and a distinguished company of Court case of the dress, and the idea of the introduct officials, carried out a series of successful evolution of n tional emblems has been adhered to. I tions which created tremendous enthusiasm. He

The winner of the Paris-Madrid race is twenty-nine years of age, and was born at St. Danis, a suburb of Paris. He was formerly employed as a mechanic by Mr. Robert Loraine, this superb train, the ornamentations being the actor-airman. Recently he beat all speed somewhat sparse on the depending section of records by flying from Paris to Poitiers in a the robe but gradually becoming closer and strong following wind at the rate of over 100

> THE BOMBAY COTTON MILL INDUSTRY.

SERIOUS STATE OF AFFAIRS.

An uncompleted tragedy in the Insolvency

Court and a commonplace meeting of share-

and incidentally to throw a suggestive sidelight on methods variously adopted by distracted financies to keep affect. The Indian Manufacturin Company acknowledge a loss of R23,562.0.5 on the year's working; owing, we are told, to the abnormally high rates of cot on, and the failure of a corresponding The edge of the embroidery comprises rose rise in the prices of manufactured goods. The medallions connected by chains of oak leaves case of the shareholders would have been bad and acorns; the whole border is outlined on its | indeed, but for the magnenimity of the Agents, inner face by representations of tender oak Meesrs. Damodher Thackersey Moolji & Co., sprays just bursting into bud, and on its outer who voluntarily surrendered the whole of their face by a plain narrow band of gold lace. The commission amounting to R44,133-12-0. It effect of all this elaborate gold work upon the may be stated, by the way, that Mr. Narayandas rich purple ground is simply superb. The robe Thackersey Moolji is the Chairman of the is lined throughout its whole length with Board of Directors, which includes Mr. Manmoermine, and for every white skin used to form hundas Ramji and Mr. Hansraj Pragjee the lining there is the tiny black tall of the Thackersey The absence of conflicting interanimal. To cover so large an area many hund: esta in a family group is rare enough new-areds of skins were required, and care has been | days to provoke special comment, and it explains much else.—Cor., C pital.

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ARRIVAL.

CAPHERINE APCAR, British str., 2,730, L.C. Townesend, 3rd July- Singapore 28th June, General-David Sassoon & Co.

CLEARANCES. AT THE MARBOUR MASTER'S OFFICE 4th July. Ernest Simons, French str., for Europe, &c. Hangsung, British str., for Shanghai. Tringsleing, British str.; for Hankow,

DEPARTURES. Armant Bettle, French str., for Shanghai. BENCLEBERT, British str., for Nagasaki. CLERKANIA, Cottoon str., for Cardon, GUENEAU LOCH, British sir., for Amoy. HANGSANG, British str., for Canton. Hornov, British str., for Swatow. RUMANO MARU, Japaneso str., for Kobe. STENTOR, Builtish str., for Saigon.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. S.S. Co. str. Mongolia arrived at Manila on the 2nd inst., afternoon, and is exspected to said for Hongkong on the 5th instant, and is due to arrive here on the 7th instant, ht

The T.K.K. str. America Marn with U.S. posils sailed from Yokohama on the 3rd instant, and is expected to arrive here on about 11th

Tho T.K.K. str. Tengo Morn left San Francisco on the 21st ult., and is due to arrive at Hongkong on the 18th inst.

THE AUSTRALIAN MAIL The E. & A. str. Empire from Sydney, &c., doff Manila on the 2nd instant, at 6 p.m. for

dhis port. THE CANADIAN MAIL. The CPR. Collecte. Empress of Japan left Vancouver, B.C., for Hongkoup (via usual ports of call) on the 21-t ultimo u.m.

THE ENGLISH MAIL The P. & O. S. N. Colla str. Assays left Singapore for this port on the 1st instant, at. 6 a.m., with the outward English Mails, and is due here to-merrow at about 5 a.m.

THE GERMAN MAIL The LG.M. str. Linetzow, carrying the German Mails with dates from Berlin of the 14th adting, left Colombo on the 1st instant p.m., and may be expected here on or about the 12th

instant nan-MERCHANT STEAMERS. The O.S.K. wire Chicago Marin from Tareness left Manila for this port on the 1st instant a.m., and is due here to-day at about neon.

* The N. Y. K. etc. Columbia Maru (Bombay Line) left Singapore for this port on the 28th June, and is expected here today. The N. Y. K. str. 190 Magn (Enrepean Line) Fest Singapore for this port on the 29th June,

and is expected here to-day: The N. Y. K. str. Rikha Marie (Andrelian Jame) left Nagusaki for this port on the 30th June, and is expected here to-day. The Dodwell Line str. Local left Keeling on

the 2nd instant afternoon, and is therefore due here te-day. The H.A. Linie str. Sharonia left Staughair on the 2nd instant a.m., and may be expected

The str. Carri left Singapore for this port on the 30 bult, and may be expected here to-

The N. Y. K. str. Hitachi Maru (Enopean Rine) left Meji for this port via Shanghai on 1st Any, and is expected here on the 8th July. The N. Y. K. Mr. Bombay Morn (Bombay Line) left Kobe for this part via Moji on the 1st July, and is expected here on the 8th July The N. Y. N. str Tamba Mart (American Time) left Kobo for this port via Moji and Shanghai on the 50th June, and is expected

here on the 9th July. This O.S.K. Str. Canada Main left Tacoma l for this port via Japan and Shanghai on the 10th ultimo, and is the here on the 13th inst. The N. Y. K. str. Tosa Morn, (Bombay Line) left Beinbay for this port via Colombo and Singapore in che 30th June and is expected here on the 18 h July,

The Review Pine sir. Suthang left New Yor's on the 10th allime for Hongkbug and Ear Fast. The T.K.K. str. Kiyo Marn arrived at Honebiln on the 23th ultimo, from South America. had is due to arrive at Hongkong on or about

STEAMERS PASSED THE CANAL.

The second secon

May 30th—Helene, Rickmore, Ludien, Reignte, Specia, Buron Minto. June 2nd-Belterophen, Bench uch, Bendarig, Descalions Kabinga, Palma, Patroclus, Saxonin, Spria, Indradeo. 6th-Cardiganshire. Liberia, N ippon, Ville de la Ciotat. 9th -Indeasamba, Kanagawa Mart. Prometheus. 13th - Baron, Ardrosson, Montroee, 16th - Austria Katıma, Nove, Silvsia. Sucria, Telamo's Wray Castle: 20th - Agamemman, Bentagers, Luct-org, Persons, Siellia, Baron Driesea. 27th-Ambrea, Armand Behic. Astgono.c. Carmerthenshire, Plintshire, Hirono More, Jason, Meinom, Sachten, Navra, Necker. 30th Beneron, Neva, Peleur, Socotra, Yunean.

ARRIVALS AT HOME. June 30th - Duclow, Mishima Maru.

ON SALE.

MAIL TABLES

ron 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, as the dates of return Mails.

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To ascortain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels suchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. BECTIONS

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

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			į.		TO THE PROPERTY AND A PROPERTY OF A	TO BE DESPATCHED
W. N. CHICK N. A. FRE (1.75)	VESSEL'S NAMES.	PLAG & RIG	BERTE'	CAPTAIN.	FOR FREIGHT APPLY TO	To make the second
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E TO THE RESIDENCE OF THE PROPERTY OF THE PROP	The second section is not the second section of the second section is a second section of the second section s	**************************************				a 37
	Decemb	Brit sir		E. P. Martin, R.N.R.	P. & O. S. N. Co	In 8th inst., at Noon.
LONDON, AC. VIA USUAL POPTS OF CALL "	DELTA to the transfer	Brit otr	<u> </u>	K. J. Fox	P. & O. S. N. Co	Withing Thou Thee
LONDON & ANTWERP VIA SINGAPORE, &C	NUBIA	Date of		Cocheana	JARDINE, MATHESON & Co., LD	On 8th inst.
LONDON & ANTWERP VIA SINGAPORE, AC	Denniousning	Drit, Bir		Moree	HAMBURG-AMERIKA LINIE	On 10th inst.
				Climate and builts	HAMBURG-AMBRIKA LINIE	On 7th Aug.
				Chisconofan	Classica Assumption Liberty	On 10th Aug.
				T. Stehr	HAMBURG-AMERIKA LINIE	To-morrow S
	# 7 1 1 1 2 7 2 2 4 7 E 4 2 E 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			Peter,		
HAVRE, BREMEN & HAMBURG, &c.	SPEZIA	. Ger. str	. k. w.	Fans	HAMBURG-AMERIKA LIMIE	On ord Aug.
MARKELLES, LONDON & ANTWERP VIA SINGAPORE, &	o' Theracut MARII	Jan. str.	; ,	T. Yamawaki	NIPPON YUSEN KAISHA	On you mat, at Dingm
MARSELLIES, LONDON & ANTWERP VIA CHNGAPOREM	Marical Car Maria	Jan sir.		T Murai	Nippon Yusun Kaisha	On tath mar, he make
				Paraling	HAMBURGA MERIKA LINIE	On 2180 mst:
			• • • • •	i J. Randermann	Melchers & Co	On 12th inst., at Noon.
				Clinnak	SANDER, WIELER & Co	On 26th inst.
			• 7		DODWELL & Co., LTD	About 14th inst.
NEW YORK "SINGHTOID, RO	SURUGA	first, str.,	<u> </u>	244 444 444 444	SHEWAN, TOMES & CO	About 27th insta
L					Doowett & Co., LTD	About 7th inst.
					t discourse Diggraph P. Co.	On 22 dd inst. at 6 P.M.
1	TO THE CONTRACTOR AND THE PROPERTY OF		l m.	.	CANADIAN PACIFIC R. Co	On 27th inst
VANCOUVER, B.C. SEATTLE & PORTLAND, S	e Ogteric	. 🖟 Brit. 9tr. :	5 :	Jas. Findley o	THE BANK LINE, LIMITED	On 19th Sant of Noon
			2 m.	W. Davison	CANADIAN PACIFIC R. Co	On 10th lead at 11 th
VANCOUVER VIA FILANGHAI, JAPAN, &c. VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPA	S Curcico MARI	Jap. str.		The state of the s	OBAKA SHOSEN KAISHA	OB 1262 Inst., at 11 A.M.
VICTORIA, C.B. & TAUUMA VIA MERIUNG & OAR	of Paren's Maret	Jan. str.		K North	NIPPON YUSEN KAISHA	Off Total Man, do arriver
				in 1 to 1 t	. I Osaka Shosen Kaisha '	On 25th inst., at II A.21.
				Irizawa	I MIPPON YUSEN KAISHA i	On lote Aug., ac 4 max
			741		PACIFIC MAIL S.S. Co	On 14th inst., at Noon.
				A Cl Stavons	Toyo KAIREN KAISHA	On Zist inst., at Noon
	* '1 O F 14 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			14, 0. 200	. PACIFIC MAIL S.S. Co	On 4th Aug., at 1 P.M.
				Danier Wilhalman	PORTLAND & ABIATIC S.S. CO.	On 8th inst. at Noon.
1			7	The Vani	NIPPON YUSEN KAISHA	On 7th inst., at Noon
				191. 1 UK	NIPPON YUSEN KAISHA	On 4th Ang., at Noon
and the second of the second o	: IN DALMANCE AND GREEN	Bar I de astra en como a	••	M. Winester	NIPPON TUSEN MAISHA IN	On 18th inst at 4 P.M.
-1				F. Bruning	MELCHERS & Co	The day of 5 Day
				R. Takeda	NIPPON YUSON KAISHA	! Do only had read
				H. Freser	NIPPON YUBEN KAISHA	On 20th inst., at 11 A.M.
MANUAN PERUVIAN & CHILEAN & JAPA	N Pres Menn	Jan. str.	_	31 Nighi	Toyo Kisen Kaisha	i On 15th Ang., at woon 1
I MEXICAN PERDVIAN SCHILLENN STAFF	A Secretary and All Control	Reit ate.		W Mooney	Jardine, Matheson & Co., Ld	On 9th met., at Dingue
				Hooker	Butterfield & Swire	On Bui mat., at a r.m.
		,	· · · · · · · · · · · · · · · · · · ·	Spencer Wilde	JARDINE, MATHESON & Co., LD	To morrow, at Noon.
SHANGHAI VIA SWATOW	HANGSANG	T		Sulton	Nippon Yusen Kaisha	To-day.
1	1	,	• • • • • • • • • • • • • • • • • • • •	1 D Tlarrie	BUTTERFIELD & SWIRE	To-morrow, at 4 P. M.
SHANGHAL & ROLE	ANHUI	Brit. sur.	1 m.	C. W. Cookman P. S.	R P. & O. S. N. Co	To-morrow, at 3 P.M.
						On 8th inst. at M'night
SHANGHAL	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	Transport Assessment Lines	On 16th inst
SHANGHAL KOBE & YOKOHAMA	SILESIA	Ger. str.	k. W.	Selmer	Hamburg-Amerika Linik	About 19th ingl
				J. Bortletat	MELCHERS & Co	A hand 19th ingl
				G. Philipps, R.N.R.	P. & O. S. N. Co	O 1411 inst of Noon
				Bradley	JARDINE, MATHESON & Co., LD.,	On 1460 1085, at 17000
SHANGHAL KUBE & MOJI KOBE & YOKOHAMA	Sacores	Brit. str.	.	F. E. Andrews, n. N	R. P. & O. B. N. Co	About 2/th inst.
FRANCHAL MODERORE & TORONAMA	AMBRIA	Ger. str.	k. w.	Feldtmann	HAMBURG-AMERIKA LINIE	. On 28th inst.
TIANCLAL ROBE & YOROHAMA	Venna	Swed str		141	OLOF WIJI & Co., LTD	About 3rd Aug.
	Property of	Ont sir		M: v. Wijk Jurioans	I JAVI-CHINA-JAPAN LIJN	.; Cance analyzem
					I Osaka Shosen Kaïsha	(In 12th mst., at 10 A.M.
					OSAKA SHOSEN KAISHA	.) On 9th inst., at 10 A.M
- 2011 17 1 11/4 1 15/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/ 1/						To morrow, at 10 A.M.
	3 / [1] /] 1 1 L L L L L L L L L L L L L L L L L		- ' . '	J. S. Roach		On 7th inst., at 11 A M.
in the company of the contract	At Bright Touris 647 154			W C Paremara	DOUGLAS LAPRAIR & Co	
				A W. Out admidson	BUTTERFILD & SWIRE	I PTT 18 J. A. was as a second
		Brit. Str.	l m.			
				P. H. Rolfe	Garage & Co., Lib.,	
					Shewan, Tomes & Co	On 11th inst., at 4 P.M.
					I - III - II	On 15th have at 2 p M
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	 ! —	Teask	JARDINE, MATHESON & Co., LD	Ch. DOM: Hint at A new
MANILA CEBU & ILOILO	ZAFIRO	Am. str.	40.1	M. C. Smith	SHEWAN, TOMES & CO.	On 20th inst., at 4 P.M.
MANILA, CEBU & ILOIDO				Weigall	JARDINE, MATRESON & Co., LD	On 14th inst., at Noon.
THE CONTRACT AND THE SECOND SE	4 to 1 state of the state of th	!		F. Sembill	MELCHERS & CO	Alianie or July.
KUDAT & SANDAKAN	PARTER MADE	Jan sir		J. Toranaka	NIPPON YUSEN KAISHA	. Un 11th inst.
		Ital sir	p # 4 1	Figuri	CARLOWITZ & Co	On 13th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	M. M	April atm		M. B. Lake	JARDINE, MATHESON & Co.; LD.,	On 15th inst., at Neon
BOMBAY VIA SINGAPORE & PENANG SINGAPORE, PENANG & CALCUTTA	NAMSANG	Ditto Bill.	-	Roov	JAVA-CHINA-JAPAN LIJN	. Quick despatch.
The mark the Artist AC ACID TO BUILDING BEAUTY AND AND ACCOUNT.		7 - 7	. 1	E. de Catalano	MESSAGERIES MARITIMES	To-day, at 9 A.M.
KWANG CHOW WANG & HAIPHONG	SI-KIANO	f fremstr.	· · · · · · · · · · · · · · · · · · ·	a me and consideration (1)		A Committee of the second
1. It is a second of the secon		The state of	1.		· · · · · · · · · · · · · · · · · · ·	
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CANADIAN PACIFIC RAILWAY CO'S PORTLAND & ASIATIC S.S. CO. ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokehama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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From	Hongkong.		
MPRESS OF	JAPAN " SAT., CHINA" SAT.,	22nd July 12th Aug.	
M PRESS OF	INDIA SAT.	Zug Sche	İ
ONTEAGLE	TOURNOAT;	OZ-A Card	l

Marconi Wireless apparatus.

FRIDAY, 18th Aug. "ALLEN LINE" "EMPRESS OF BRITAIN"FRI., 8th Sept. FRIDAY, 29tl Sept. "ALLEN LINE"

"EMPRESS OF JAPAN" SAT., 23rd Sept. "EMPRESS OF IRELAND" FRL., 20th Oct. "EMRPESS OF CHINA" SAT., 14th Oct. "ALLEN LINE" "Empress" Steamships leave HONGKONG at 6 P.M.

"Monteagle" FRIHE Quickest route to CANADA, UNITED STATES and EUROPE, salling at SHANGHAL, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) nnd 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," or view Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Jajan Governments. Full particulars of application from Agents. For further information Mays, Routes, Hundbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Podder Street and Praya, opposite Blake Pier.

ASIATIQUE FRANCAIS EST

MESSAGERIES MARITIMES, AGENTS.

TONKIN

MAIL SERVICE TO AND FROM

in 53 hours.

s.s. "SI-KIANG,"

KWANG CHOW WANG AND HAIPHONG.

on WEDNESDAY, the 5th July, 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

SAILING DATE CAPTAIN Tons STEAMBHIP RUBI 34000 S Crosby ... Manila, Cebu & Iloile | On 10th July, 4 P.M. ZAFIRO ... 4000 M. C. Smith .. Manila, Cebu & Iloile | On 20th July, 4 P.M.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD

AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and

United States Points. For through rates of Freight and further information, communicate

IMPERIAL GERMAN MAIL

LINES.

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"YORCK"

"LUTZOW,"

"BORNEO"

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

Capt. J. BORTFELAT,

Capt. F. SEMBILL

PHILIPPINES S.S. CO.

Capt. F. BRUNING, 6,000

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

STEAMSHIP

King's Building, (Opposite Blake Pier).

NORDDEUTSCHER

NAPLES, GENOA, ALGIERS,

GIBRALTAR, SOUTHAMPTON,

SHANGHAI, NAGASAKI, KOBE)

and YOKOHAMA

NEWGUINFA, BRISBANE, SYDNEY and MELBOURNE ...

For Further Particulars, apply to

MANILA, YAP, ANGAUR, "PRINZ SIGISMUND,"

ANTWERP and HAMBURG

KUDAT and SANDAKAN

R ngkong, 29th June, 1911.

"HERCULES"

with or apply to

CAPTAIN

3,789 ... Racin Wilhelmse ... On 8th July, Noon.

SHEWAN, TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 1st July, 1911

VESSELS ON THE BELLE

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. 'LOVAT" ... About 7th July.

FOR NEW YORK. S.S. "SURUGA" ... On or about 14th July For Freight and further information, apply to DODWELL & Co., LTD.

Agents. Hongkong, 4th July, 1911.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM. FOR STRAITS, CEYLON AUSTRALIA, INDIA ADEN, EGYPT. MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LEADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA

THE Steamship

"DELTA! Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 8th July, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMORA," 10,500 tons, from Colombo, passongers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Corgo for London, &c., will be conveyed via Bombay by the s.s. Egypt, due in London on

the 20th August, 1911. Parcels will be received at the Office until 4 r.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent,

Hongkong, 26th June, 1911.

"SHIRE" LINE OF STEAMERS, LTD, FOR LONDON AND ANTWERP

TITHE Steamship

"DENBIGHSHIRE. Captain Cochrane, will be despatched as above on SATURDAY, the 8th July. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 5th July, 1911.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers, to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to Pensian GULE and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

- MALAGA.) THE Steamship

TO SAIL

TO SAIL.

(Wed'day, 12th

About

12th July.

Saturday, 15th

Middle of July.

July, at 4 P.M.

FRED J. HALTON.

AGENT.

Capt. J. RANDERMANN, 17,000 July, at 10 A.M.

"CAPRI," Captain Figuri, will be despatched as above on THURSDAY, the 13th July, at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd July, 1911.



AUSTRIAN LLOYD'S STEAM NAYI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SHA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

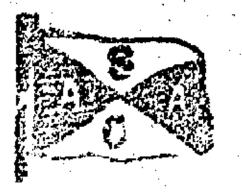
- "PERSIA," Capt. Cliunak, will be despatched as above on WEDNESDAY, 26TH JULY. This Steamer has capital accommodation for pissengers, excellent cuisine, electric light,

electric fan and carries a doctor and a stewardess. For information as to Passage and Preight. n ply to SANDER, WIELER & Co.,

Princes Buildings.

Hongkong, 30th June. 1911

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL, (With Liberty to call at the Malabar Coast.) INVERCLYDE," On or about 27th July, For freight and further information apply to-SHEWAN, TOMES & Co.,

General Agents, Hongkong, 4th July, 1911.

ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMURS	TO SAIL	REMARKS
nanumai		nan, I July) ranago.
ONDON VIA USUAL PORTS	TS THE PRI 4	Noon Sili	} See Special
HANGHAI, MOJI, KOBE Nord YOKOHAMA	ORE Capt. G. Philipps	About 12th July	Passage.
ONDON and ANTWERP) VIA SINGAPORE, PE- NANG, COLOMBO, PORT BAID and MARSEILLES	UBIA Capt. F. J. Fox	About 13th July	Freight and Pssage.
HANGHAI, MOJI, KOBE S	Capt F. E. Andrew	About 27th July	Freight only.
For Further Particulars a		E. A. HEW	ETT. ntendent.
Hongkong, 5th July, 1911.			[1

CHINA NAVIGATION CO., LD.

•	
	SAILINGS SUBJECT TO ALTERATION
	ATEAMERS TO BAIL
	ALABERT A SECURITY OF TEATER OF THE AND TO THE SECURITY OF THE
	SHANGHAI On 6th July, 4 P.M.
	"HUICHOW" On 8th July, 4 P.M.
	TIENTSIN "HUICHOW" On 8th July, 4 P.M.
	SHANGHAI "CHENAN" On 8th July, M'night "KALFONG" On 11th July, 4 P.M.
	THE RESERVE OF THE PROPERTY OF
	DIRECT SALLINGS TO WEST RELABITED AN ORDAY
	CONTINUAN " and SS. "SANUL."
Ĭ,	A TEMPTER THANK OF BANTERS based gungrier accommodation with Electric Light,
	At a second that and this state to the Minimum A only manking Durwouk is continue
	REDUCED FARES, Cargo booked through for all Australian, New Zealand and
	REDUCED PARES, Cargo booked through the
	Tasmanian Ports. MANILA LINE TWIN SCREW STEAMERS "TEAN" and "TAMING."
	MANILA LINE-TWIN SUIDIN STRUCTURE State Hooms on Dock off
	Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft.
	C3-1
	BOOKER COLLY VICE A LANGE BOOK SELECTION OF A SELEC
	are a meastreet in the constraint along in the first of t
	tion Electric Light throughout and Electric Fals in the Staw-rooms and Diving Smoot,
	The state of the s

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. NB-Passongers_must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night -

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TRLEPHONE 36 FARE, \$45 SINGLE and \$20 RETURN.

BUTTERFIELD & SWIRE. For Freight or Passage apply to AGENTS. Hongkong, 4th July, 1911

INDO-CHINA S. NAV. CO., LD.

•	- LEGIEGLED STITINGS EROW HONGEONG (SORPEGE TO WITTERWITTOW)
	WOR. STRAMERS TO SAIL.
	4 SHANGHAI VIA SWATOW "HANGSANG" Thursday, 6th July, Noon,
•	* MANILA "YUENSANG". Saturday, 8th July, 2 P.M.
	* TIENTSIN VIA TSINGTAU "CHIPSHING" Sunday, 9th July, D'Ingut.
•	I SANDAKAN "MAUSANG" Fr day, 14th July, Noon.
	† SHANGHAL KOBE and MOJI "KUTSANG" Friday, 14th July, Noon.
٠.	* SINGAPORE, PENANG & CALCUTTA" NAMSANG" Saturday, 15th July, Noon.
	* MANILA "LOONGSANG" Saturday, 15th July, 2 P.M.
_	RETURN TOURS TO JAPAN,
•	(OCCUPYING 24 DAYS).
	The Steamers "Kutsang," "Namsang "and "Fooksang" leave about every 3 weeks for
	Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
	These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtere Ports, Tsingtan, Weihaiwei, Chefoo Tientsin & Newchwang. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Twao -

Usukan. Jesselton and Labuan. Telephone No., 215, Sab. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisines

SWATOW, AMOY AND **FOOCHOW** AND RETURN.

STEAMSHIPA	(Occupying 9 to 10	Days).		٠.
	CAPTAIN		TRAVING.	
'HAITAN" 6.	Capt. J. S. Roach	FRIDAY,	7th July, at 1	L A
"HAICHING"	Capt. W. C. Passmore	TUESDAY	11th July, 🏗 1	Į A
During the Men Months will be issued	the of July and August, RET	ORN TICKE	TS available for the to Foodhow.	Th

Steam ers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGUBS. Hongkong, 3rd July, 1911.

HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO. to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

*NAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

ATTEST A DIN

· Hongkong, 5th July, 1911.

OUTWARD	
оз Ѕинснај, Кове & Уок	OHAMA:
ss. silesia	
S.S. AMBRIA	
S.S. ALESTA	
S.S. RHEINFELS	-
S.S. SUEVIA	6th Sept.
S.S. SACHSEN S.S. BAYERN	20th Sept.
D.D. DAILLIN	our Oct.

For Further Particulars, apply to-

Hongkong, 30th June, 1911

HOMEWARD. FOR HAVRE, BREMEN & HAMBURG: · S.S. SLAVONIA 6th July FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA ... 10th July FOR MARSEILLES, HAVER & HAMBURG: S.S. SILVIA ... 21st July FOR HAVRE, BREMEN & HAMBURG: 8.8. SPEZIA ... 3rd Aug. FOR ROTTERDAM & HAMBURG:

S.S. BRISGAVIA ... 7th Aug. FOR HAMBURG & ANTWEEP: 8.8. SAXONIA 10th Aug.7

HAMBURG-AMERIKA LINIE, Hongkong Office.

KAISHA. TOYO KISEN

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING. CAPTAIN * AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, July 21st, Noon + TENYO MARU ... 21,000 ... E. Bent July 23th, Noon ... FRIDAY, * NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, + CHIYO MARU ... 21,000 ... W. W. Groene ... FRIDAY, Aug. 18th, Noon, Sept., 14th, Noon. + Triple Screws, turbine engines. Twin Scrows.

All Steamers are equipped with the Japanese Government Wireless Tolograph and Post Offices. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLQ) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. TONS. CAPTAIN KIYO MARU ... 17,500 ... H. Nishi ... TUESDAY, Aug. 15th. Noon. BUYO MARU ... 10,500 ... K. Hashimoto SATURDAY, Oct. 14th, Noon HONGKONG MARU 11,000 ... H. Hinokuma WED'DAY, Dec. 13th, Noon,

FITHE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

DADES THAT HONGKONG

Ŀ	ARES FROM HUNGRONG,	
	TO SAN FRANCISCO	£ 45-0-0, Single
	NEW YORK	£ 60-0-0, ,, £ 71-10-0, .,
	"-LONDON	£ 120-0-0, Return 6 Months
Э.,	11 37	£ 125.0.0 24
	" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single Yen. 570.00,
	" VALPARAISO	Tem Oldon, 31

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ICTORIA, B.C. & TACOMA	("CHICAGO MARU!"	6,182	WED DAY, 12th
VIA KEELUNG, NAGASAKI,	"TACOMA MARU."	6,178	July, at 11 A.M. WED'DAY, 9th
ROBE YORK VICHI, SHMIDZU and YOKOHAMA	"SEATTLE MARU"	6,182	Aug. at 11 A.M. WED'DAY, 6th Sept., at 11 A.M.
ICTORIA, B.C. & TACOMA	GANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
Moji. Kobe. Yokkaichi, Shimidzu and Yokohama	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
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FOR	STRAMERS	T.BAV#9.		
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 6th July, et 10 A.M.		
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 9th July, at 10 A.M.		
ANPING VIA SWAFOW	"SOSHU MARU"	WED'DAY, 12th Jane,		

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JTUESDAY, 18th

July, at 4 P.M:

TUESDAY, 15th

FRIDAY, 7th

July, 5 r.m.

July.

- Aug., at 4 P.m.

July, at Noon!

DESTINALIONS.

SAILING DATES. HITACHI MARU (SUNDAY, 9.h. MARSEILLES, LONDON and July, at Daylight Capt. T. Yamawaki, 7,000 ANTWERP, via SINGA-PORE, PENANG, MIYASAKI MARU FW QD'DAY; 19th COLOMBO, SUEZ PORTSAID ... Capt. T. Murai, July, at Daylight

MARU (SATURDAY, 15th KAMAKURA VICTORIA B.C. & SEATTLE July, from Konn Capt. B. Kon,

VICTORIA, B.C. and SEATTLE, via KEELUNG. (§ TAMBA MARU Capt. K. Noda, SHANGHAI, MOJI, KOBE AWA MARU YOKKAICHI, SIHMIZU Capt. Irizawa, and YOKOHAMA SYDNEY and MELBOURNE, NIKKO MARU Capt. M. Yagi,

via MANILA, THURSDAY KUMANO MARU ISLAND, TOWNSVILLE JERIDAY, 4th Capt. M. Winckler, 6,000 \ Aug., at Nocz. and BRISBANE ... IYO MARU KOBE and YOKOHAMA ... FRIDAY, 5th Capt, R. Takeda, TUESDAY, 11th

BOMBAY via SINGAPORE, (* BOMBAY MARU and COLOMBO... Capt. J. Teranaka SHANGHAI, and KOBE (I COLOMBO MARU . Capt. Salter,

) WED'DAY, 5th 5,00**0** J July. KOBE and YOKOHAMA HIRANO MARU THUSDAY, 20th 9.000 \ July, at 11 A.M. Capt. H. Fraser, Calling at Djibouti.

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* Twin Screws. All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "MONGOLIA" will be despatched for SAN ERANCISCO VI. AMOY, KEELUNG. SHANGHAI, NAGASAKI, KOBE, YOKKAICHI,

SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon. FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX Months, £120; 24 Months, £125; including Berth and Meals

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On	LONDON:-
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	Telegraphic Transfer
€ ₁ .	Bank Bills, at 30 days sight 1/98
1	Bank Bills, at 4 months eight 1/9 is
•	Cradita at 4 months, sight
	Documentary Bills 4 months' sight 1, 10
ON	PARIS:-
	Bank Bills, on demand227
	Credits, at 4 months' sight231
	GERMANY :
_	On demand1833
ON	NEW YORK:-
•	Bank Bills, on demand
·	Credits, at 60 days' sight448
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	Bank, on demand1343
UN	CALCUTTA:— Telegraphic Transfer
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UN	Bank, at sight743
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Öx	Manila:—On demand—Peses—88; BINGAPORE:—On demand76; BATAVIA:—On demand107;
Or	BINGAPORE:—On demand764
Ox	BATAVIA:-On demand107
Ox	HAPPHONG:-On demand1} /, pm
ON	HAPPHONG:—On demand
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The Mesaye, with the English Mail, left and may be expected here it 5 nm, to-1	Singapore on Satur	day, the 1st metant, uto s.w. et brings parcel mails closed	
in Lordon for despatch by the all-sea rout	o on the 31st of Ma	y, and for despatch overland	
on the 7th June.	•		Manila Metropole Hotel Limited Hongkong Ice Company, Limited
	<u> </u>	1	Hongkong Rope Manufacturing (
FOR	PER	DATH	H'kong& South China Steam Fishe
	Clay telloch	Wednesday, 5th, 8.00 A H	INSURANCES
Amoy Shanghai, Negrsaki, Kobe and Yokolama }	• . · · · ·		Canton Insurance Office Co.,
ELBERIAN MAIL TO EUROPE	i Armand Bachte	Wednesday, 5th, 9.00 AM	i compared the second of the s
Kobe and Yokohama	Kumano Maru	Wednesday, 5th, 10.00 A M	China Traders Insurance Co. Hongkong Fire Insurance C
<u> </u>		Wednesday, 5th,	Mr. A. Cillian Taxasamana Can
	The second second	Printed Matter and Sam-	- 1 - ディー・ マー・ - 201、1・4 第代。
EUROIF, &c., INDIA VIA TURICORIN,		Registration 10,00 A B	Yangtaze Insurance Associati
Tate Letters 11.00 A.M. to NGON, EARTH		(Registration, with late	LANDS AND BUILDINGS
Postage 10 cents.)	Ernest Simons		Hongkong Land Invost. Age:
Letters posted in all the Pillar Pozes in f	(Supplementary	10.45 A.M.)	Humphrays' Estate and Final Kowleon Land and Building
included in this contract mail.)	Mail)	Registration, Kowloon B.O 10.00 A s	la CO / 1 / T 1 Tax a-4 a-4 /
The interest and a second seco		No late fce.	West Point Building Co., Lin
		Letters 11.00 A M	Mining.—
Hongay	Rajah	Wednesday, 5th. 1.00 P x	SociétéFrançoise desCharb'ge
A4	Sur Tai	Wednesday, 5th, 1.15 PM	_
Manile, Cebu and Hoilo	Tean	Wednes tay, 5th, 3.00 P M	Peak Trom ways Co., Limited
- Indiana in the second in the	Sikin sy 3	Thursday, 6th, 800 A M	Philippine Co., Liinifeda,
Haiphong From and Poochews	Choshen Mari		REFINERIES.—
Hothow and Singapore		Tursday, 6th, 9.0 Am	China Sugar Refining Co., L
Betaria (berda n. Sumarang and Southings		Thrusday, 6th, 11:00 A M	
Swatow and Shinghal	1 1 W 4-	Thursday, 6th, 11.00 A Me	
Macro) · · · · · · · · · · · · · · · · · · ·	Thursday, 6th, 115 PM	1 Donolas Steamship Co., Lam
SHANGHAI MAIL TO EUROPE		Thursday, 6th, 200 P M	Hougkong, Canton & Macro S
Chamela see to	Anhai	Thursday, - 6th, 3.00 P M	Indo-China Steam Mavigatio
cimes we A more and Processor	Hailan	Friday, 7th, 10.00 A M	Shell Transport & Trading C
THE REPORT OF THE PROPERTY ASSESSED IN	. Care		Etar Ferry Company, Limite
Cooktown, Cairns, Townsville, Brisbane, Section, Hobart, Launceston, New	Nikko Mara	Friday, 7th, 11.00 A M	
Zooland, Dünedin Methourne, Ademice, 1	Harw.		South China Morning Post, Lin Steam Laundry Company, Limit
Perth, and Fremantle	te in t	Friday, 7th, 1.15 P M	_*
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Hankow Thursday Telena, Cocktown, Chirns	Tunioning	2114431	Wm. Powell, Limited
reserve the this and by open allocated	- 1		Watkins, Limited
Tanneceton, New Zenland, Durelin, >	Eastern	Saturday, 8th, 10.00 A M	A. S. Watsen & Ca., Limited Weissmann, Limited
Meltourre, Adelaide, Pertly and	•		H. Price & Co., Ltd.
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Pertugo 10 cents.)		ples 10.00 A M	Union Waterhoat Co., Limited
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time fixed for deporture of the main	Delta	(Registration, with late fee of 10 cents, up to	The second secon
Extra Postage 10 cents.) (Letters rosted in all the Piller Boxes		10.45 A.M.)	Production of the Control of the Con
in time for the first clearance will be for		Registration, Kowloon	Chinese Imperial 1886
included in this contract mail.)		B.O 10.00 A M	
The Parcel mail will be closed on Fri-		No late fee. Letters 11.00 a m	Tele. Address: Marinework.
Marila, Cobu and Hoilo	Yuensang	Cotundary Oth 1/0 to te	
Macao	tui Tai	Saturday, 8th 1.15 P M	WILLIAM
Tientsin	Huichow	Saturday, 8th, 3.00 Pm	Cas I idhtime
Tsingtau and Tientsin	Chipshing	Saturday, 8th, 5.00 PM Saturday, 8th,	Gas Lighting
Shanghai, Pilone	Chenan	Registration 500 P 31	The m
EIBERIAN MAIL TO EUROPE		Letters 6.9 PM	
Manila, Cebu and Iloilo		Monday, 10th, 3.00 PM	
Swatow, Amoy and Froehow	Frankfamia	Tuesday. 11th, 1000 A M Tuesday. 11th, 3.00 P M	British
Manila, Cebu and Iloilo	harjony	Wednesday, 12th,	British
		Printed Mutter and Sam-	of Welst

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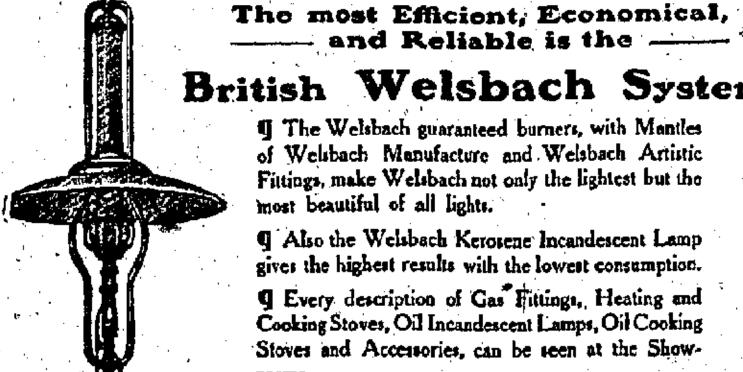


Fig. 604.

10. 0 A M

Kowleen

11.00 A M

... 10.00 A M

13th, 11.00 a m

14th. 10.07 A M

14th, 10.0 A M

Registration ... 1000 A M

(Registration, with late

fee of 10 cents up to

Saturday, 15th, 11.00 a m

Saturday, 15th, 1.00 P M

1045 A M

No late fee.

Thursday,

Friday.

Friday.

Prins Eigiemund ! Saturday, 15th, 3.00 PM

Namsang ...

Loongsang...

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11, Taino Road.



TO DAY	OPIUM.	· .
9.15 P.M.—Hippodrome Circus at Causeway Pay. FORTHCOMING EVENTS. Saturday, 8th July—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel, Noon. Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.	Malwa V. Old \$2,360/2,400 Persian fine quality \$1,175 Persian extra fine \$2,025 Patua New per	picul
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